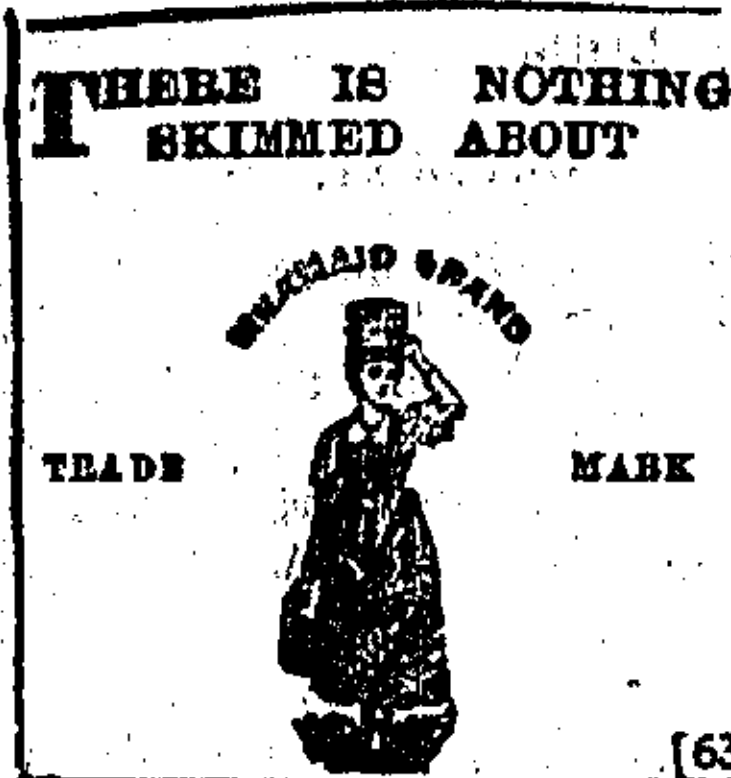




Hongkong Daily Press.

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HONGKONG, THURSDAY, FEBRUARY 6th, 1913.

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Hongkong, 29th April, 1908. [a139]



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[a319]

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[a23]

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[a1034]



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[a1004]

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Hongkong, 1st January, 1913. [146]

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Hongkong, 4th December, 1907. [a24]

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22

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ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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ACKNOWLEDGMENT.

Mr. and Miss Courtenay wish to thank all friends for their kind sympathy in their recent bereavement.

HONGKONG OFFICE: 10A, DES VOGES ROAD C.
LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 6th, 1913.

TO-DAY is China New Year, and judging from the preparations which have been made throughout the country for its celebration, official decrees notwithstanding, the observance of this time-honoured festival is expected to be, if anything, more general and more enthusiastic than has been the case for some few years past. The reason for this is that the year just ended according to Chinese reckoning has been more prosperous than was expected in the troubled condition of the country, and the volume of business has been greater than the most optimistic had anticipated. True, there have been years when a larger amount of business has been reported, but the business of the past year was distinctly good. There have been very few failures recorded, and these have been mostly opium dealers, who could hardly hope to fare otherwise in view of the altered conditions under which that trade is being conducted. The trade in building materials, including all kinds of iron ware, in imported goods, and sugar, has been very brisk, so far as Hongkong is concerned, and the prospects all round are very much brighter than they have been for years. The comfortable state of affairs prevailing is reflected in the easiness with which large financial transactions are being put through, and the Chinese merchants are happy in the knowledge that all outstanding debts seem collectable. In circumstances such as these,

it is only to be expected that the Chinese in Hongkong will celebrate their New Year with greater enthusiasm than they did last year, and the fact that, for the first time in history, they have already celebrated the New Year according to the Western calendar will affect but little the celebrations of to-day and succeeding days. That the observance of China New Year will disappear in favour of the observance of the Western New Year is fairly certain, but it will take time. Probably the change will not be complete until another generation has arisen in the land, but there can be no doubt that the observances of the old-fashioned China New Year are numbered. When the Provisional Government more than a year ago decided to adopt the Western calendar the proposal met with comparatively little opposition, but now that it is sought to make the change effective the people do not seem to be so greatly enamoured of the idea. This, however, need excite little surprise, as, after all, most people are inclined if not to actively object, at least to grumble, over the inconvenience caused by departure from usage and custom, and so it may be confidently anticipated that after the change is definitely made there will be little complaint or opposition. Undoubtedly time is required to make the change effective. The Chinese will have to rearrange their methods of business, their contracts and their periods of settling, but once that is accomplished they will doubtless realise that they have gained something in being at one with the world in the matter of time. In many parts of the Republic the officials have forbidden the people to celebrate the old style New Year, and in Government circles the event will pass without official recognition, which represents a very violent change when compared with the former régime during which no official business could be transacted for nearly a month, the seals of the various offices being closed for that time. We notice that the Minister of the Interior has been pressing the Peking Chamber of Commerce to induce the firms not to close their places of business during Chinese New Year, and the police have been distributing pamphlets among the small storekeepers urging them to do the same. But official disapproval, unless it extends to the drastic methods adopted for suppressing opium smoking, is not likely to be a bar to the celebration of the present festival, which will be observed by the masses of China with the old-time enthusiasm. In Canton, too, the provincial government attempted to suppress this celebration, but the public resentment was too strong for them, and they have had to give way. The Government of China must have had a considerable sentiment in favour of changing the calendar before they arrived at a decision in this matter, and under the leavening influence of that body of opinion and with due consideration for the inconveniences involved, the Government may expect to see the change on which they set their hearts very generally adopted before many more years have passed.

To-day being Chinese New Year's Day (O.S.), there will be no issue of the *Hongkong Daily Press* to-morrow.

A Chinese girl, who took opium, has been sent to hospital suffering from opium poisoning.

The body of a child has been picked up on the Taiipo Road, death apparently being due to natural causes.

The annual sports in connection with the Chinese Recreation Club take place on Saturday at Causeway Bay.

The Royal Company "de Schelde," of Flushing, are to build a steamer for the Java-China-Japan Line which will be named *Tjikembang*.

The master of the steam launch *Li Fat* was at the Marine Court yesterday fined \$200 on being convicted of having refused to stop his vessel when called upon to do so by a police officer.

The firing of crackers yesterday and the lavish display of the five-striped banner proclaimed the approach of China New Year. The holiday feeling among Chinese was very apparent in the Colony.

A concert promoted by the Dockyard Recreation Club took place last night at the Seamen's Institute and attracted a good audience, who enjoyed the programme submitted. The artists were local amateurs and all of them met with success. An extended notice will appear in our next issue.

A Suining (Szechuan) correspondent writes:—"The restrictions on growth and use of opium are being made more severe. I cannot hear of any planting of the poppy in this neighbourhood, and smoking is much more rare than it used to be. Anonymous complaints may now be lodged against smokers, and at the second charge the offender is to be punished."

The visit to Peking, paid by the "White Buddha" of Kokonor, who has under his control forty-eight temples containing over 20,000 lamas, as well as more than 10,000 laymen, is believed to be connected with the affairs of Tibet. The Hutaktu of Laku and the Living Buddha of East Sunid and of Chahar are reported also to be en route for Peking.

The Japanese cruiser *Idzumi*, recently condemned, was disposed of by public auction recently at Yokosuka, when she fetched ¥90,075. The successful bidder was Mr. Matsuyama Umekichi, of Nagasaki, and the vessel was delivered to him on the 18th ult. The third-class coast defence boat *Katsumagi* (1,478 tons), now lying at Sasabo, is to be condemned at the end of the present fiscal year, and she is now being dismantled. The vessel was built at Yokosuka in March, 1885.

CONTRAVENING PORT HEALTH REGULATIONS.

At the Marine Court yesterday before the Harbour Master, Commander Basil Taylor, a Chinese was charged at the instance of Dr. Grone with boarding a suspected vessel, namely, the *s.s. Triumph*, without the express permission of the Health Officer.

Dr. Grone stated that on the 23rd January he saw a vessel enter the harbour flying the yellow flag. He went on board and while examining the passengers and crew he noticed a sampan come alongside. One of the men in the sampan threw up a hook and made fast. When the people in the sampan saw witness they fell back into the sampan. He got into the launch and went alongside the sampan and saw the defendant.

Defendant said that he was not the owner of the sampan and was not on board.

His Worship imposed a fine of \$100.

"TRILBY" AT THE THEATRE.

Though the reputation of the Company warranted a larger audience and the popularity of the production might have been expected to have drawn a larger house the attendance at the Theatre Royal last night was disappointingly small. However, it had no effect on the excellence of the performance of "Trilby," which was quite up to expectations. Mr. Wilkie in the part of Svengali was responsible for the success of the play, ably partnered by Miss Hunter Watts, who made a very effective Trilby. The other parts were in capable hands.

To-night the Allan Wilkie Company play "Sweet Lavender," a pretty play which the late Sir Henry Irving helped to popularise.

HONGKONG GOLF CLUB.

CAPTAIN'S CUP.

The competition for the Captain's Cup in February resulted as under:

Mr. J. B. Thomson	92	18	74
Mr. E. G. Jackson	94	18	76
Mr. C. E. Beavis	79	8	78
Mr. MacKenzie	66	8	78
Mr. F. C. Hall	95	16	79
Mr. R. E. Macdonnell	92	12	80
Mr. W. D. Kraft	84	4	80
Mr. K. M. Forde	89	8	81
Mr. C. A. Tomes	93	12	81
Mr. A. Ritchie	85	4	81
Captain Lindsay	96	14	82
Mr. F. Bevington	95	16	82
Mr. R. E. O. Bird	89	7	82
Mr. B. Johnson	101	18	83
Mr. P. B. Wolf	85	4	83
Mr. T. E. S. Robson	105	18	88

* Qualifies for Cup.

POOL COMPETITION.

The Pool Competition, which took place from the 1st to the 3rd February, resulted as under:

Mr. A. H. G. Jackson	84	18	76
Mr. Lieut Lubbock	81	5	76
Dr. Grone	90	12	78
Mr. W. D. Kraft	84	4	80
Mr. K. M. Forde	89	8	81
Mr. A. Ritchie	85	4	81
Captain Lindsay	96	14	82
Mr. F. Bevington	95	16	82
Mr. B. Johnson	89	7	82

* Divide Pool.

33 Entries.

BRADFORD TRADE IN THE EAST.

Messrs. W. & C. Dunlop, in their Bradford Market Report, state:

China is gradually recovering from the results of the revolution, and the export of Woollen and Worsted Goods to that market has been large; but until the Government is able to place itself in a sounder financial position, the situation cannot be considered free from anxiety. The harvest, however, having been exceptionally good, there is every reason to hope that given a stable Government, China may again see good times.

Japan has not proved as disappointing as might have been expected under the New Tariff, but the import of Woollens and Worsted is naturally somewhat on the decrease, and the quality of the goods imported appears to be rather lower than has been the case for some years. Taking everything into consideration, however, this market has been a good customer for Bradford and District. In the smaller markets of the East, such as the Straits Settlements, results have been fairly satisfactory.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

BOMBARDMENT OF ADRIANOPLE.

LONDON, February 5th.

The bombardment of Adrianople lasted for four hours on Monday evening and was suspended for five hours during the night, being resumed at four o'clock in the morning. The Turks replied vigorously, but, according to reports from Sofia, the Bulgarians steadily advanced.

The impression in Sofia is that the war will last altogether about ten days, but Constantinople believes there are surprises in store for the Allies. At the result of the new blood at the head of Turkish affairs and fresh troops, mostly Asiatic mountaineers, the Turks are confident that Adrianople will hold out for several weeks.

It is reported from Sofia that some quarters of Adrianople are in flames.

BULGARIANS "EASILY REPULSED."

A message from Constantinople states that it is officially reported that the Bulgarians attacked the forts north-east of Adrianople, but were easily repulsed by the garrison, which is full of courage and enthusiasm. An encounter occurred at Malaterra, near Gallipoli. No serious fighting has taken place at Chataldja, but the Bulgarians burned the village of Chataojia on the extreme limit of their lines apparently for tactical reasons.

BULGARIA'S JUSTIFICATION FOR REOPENING HOSTILITIES.

A message from Sofia states that the Bulgarians repudiate the suggestion that they acted precipitately, and point out that they have upwards of half a million men on a war footing, the maintenance of which during the two months of protracted negotiations has been enormous. It is semi-officially declared that when once hostilities have been resumed the question of Adrianople will disappear, giving place to Constantinople and the Dardanelles.

Reuter's correspondent at Belgrade telegraphs that the Servians are already transferring troops to assist the Bulgarians at Chataldja and the Montenegrins at Skutari.

WELSH DISESTABLISHMENT.

GOVERNMENT NARROWLY ESCAPES DEFEAT.

LONDON, February 5th.

On the report stage of the Bill for the Dismantling of the Church in Wales the Government only escaped defeat by 28. An amendment was moved to leave all glebes to the church, and the Unionists trooped into the lobby in large numbers, there being whispers of another snap division. When the figures 28 to 220 were announced there were loud cheers and cries of "Drop the Bill" and "Saved by the Irish again."

Three Liberals, Messrs. Gladstone, Beauchamp, and William Pearce, voted against the amendment. A dozen Liberals abstained.

A later message states that the report stage was concluded, the Government having large majorities in the evening. The third reading of the Bill was to be taken on Wednesday.

ATLANTIC TRADE ROUTE.

LONDON, February 5th.

It is stated that the Government is negotiating with Atlantic shipping companies for the despatch of a vessel equipped with the most powerful wireless telegraph installation in order to locate and report the position of icebergs in the Atlantic Ocean.

DISASTROUS BUSH FIRES IN AUSTRALIA.

LONDON, February 5th.

A message from Melbourne reports that bush fires have occurred in Victoria and caused great damage. The country is ablaze for miles, and numerous houses and much live stock and fodder have been destroyed. The hills present a brilliant spectacle by night, resembling illuminated cities.

Splendid rain is falling in Melbourne.

[“DAILY PRESS” EXCLUSIVE SERVICE.]

JAPANESE DIET AGAIN SUSPENDED.

POLITICIANS ATTACKED BY AN ANGRY MOB.

TOKYO, February 5th.

The Budget has been issued and the Diet has been again suspended for five days, in order that Prince Katsura's party may be strengthened.

Scoundrels from the Kokuminto on leaving the Diet were attacked by an angry mob.

[THROUGH REUTER'S AGENCY.]

THE CHINA LOAN.

UNEXPECTED HIT.

LONDON, February 5th.

When the Loan Agreement between the Six Power Group and the Chinese Government was on the point of being signed at Peking on Tuesday, the French Minister unexpectedly objected to sign unless a Frenchman was appointed one of the advisers. This action, which is aimed specially at the appointment of a German in the Audit Department, created great consternation among Government officials and bankers.

CHINESE SOLDIERS DISSATISFIED.

PEKING, February 5th.

Outbreaks on the part of the unpaid soldiery are feared. Forty began looting at Peking on Monday, but the majority were promptly arrested and executed.

A wire from Foochow states that a bomb was thrown at the new civil governor Chang by counter-revolutionists. Thirty were killed and wounded, and the Governor escaped.

ADMIRAL MAY.

LONDON, February 5th.

Vice-Admiral Sir William May has been promoted Admiral of the Fleet.

A MILITARY APPOINTMENT.

LONDON, February 5th.

Major General Sir Charles Hadden has been appointed President of the Ordnance Board.

MR LLOYD GEORGE A "HERO."

LONDON, February 5th.

Another compendious life of Mr. Lloyd George has been published. The author, Mr. Edwards, M.P., portrays the Chancellor of the Exchequer as the hero of the great movement of national revival.

THE STRANDED STEAMER "HADDON HALL."

LONDON, February 5th.

A message from Cape Town reports that the British steamer *Haddon Hall*, which went ashore at Saldhana Bay, is breaking up. The crew have reached Cape Town.

TAXING FOREIGNERS IN JAPAN.

According to the *Hochi Shimbun*, the Aldermanic Assembly of Yokohama at a secret session on the 15th ult., decided to appeal to the Minister of Finance for permission to impose upon foreign firms organized as legal corporations in accordance with Japanese law, a tax supplementary to the business or income tax.

The opinion of the Yokohama municipal authorities, says the *Hochi*, is that although the Japanese Government was defeated at The Hague in the house-tax dispute, these foreign firms, being legal corporations organized in accordance with Japanese law, ought to pay the additional tax.

"RECESSIONAL."

MANUSCRIPT OF FAMOUS POEM SOLD FOR £24.

A sheet of note-paper covered with neatly-written verse was sold for £24 at Sotheby's. The writer was Rudyard Kipling, and the poem was the famous "Recessional."

"God of our fathers known of old—
Lord of our far-flung battle-line—
Whom three-fold hymns the anglican choir
In epyrhion measure vainly try
To emulate, but thou art louder far
Than utterance of our rapt hymns and psalms."

An interesting reference to the poem is made in a letter in which Mr. Kipling says:

"Glad you like the 'Recessional.' These things come not for fasting or prayer. They arrive by themselves somehow. Evidently the idea must have been in the air, or men would not have taken to the rhymed expression of it so kindly."

A collection of autograph letters by Charles Lamb, Coleridge and Sotheby, the originator of the Census, and for thirty-eight years an official of the House of Commons, was sold for £250.

A number of autograph letters by George Meredith were sold for £445, and an autographed song by Burns, consisting of three stanzas of four lines each, realised £29.

LOCAL SPORT.

CRICKET.

The following will represent the Hongkong Cricket Club "B" League team against Kowloon on the Hongkong Cricket Club ground on Saturday, 8th February, play commencing at 2 p.m.:—R. Hancock (Capt.), A. A. Claxton, S. H. Dodwell, E. A. S. Fowler, H. Hancock, A. N. Other, A. O. Lang, M. M. Maas, S. S. Moore, Lieut. Paske, D.C.L.I., and R. P. Thurlfield.

FOOTBALL.

H.K.F.C. v. H.M.S. "TAMAR."

To be played to-day, at 4 p.m., on the Club ground. H.K.F.C.:—Goal, E. B. Clarke; backs, J. Stalker and H. J. Jones; half-backs, D. Macdonald, R. F. Long and F. C. Hall; forwards, W. B. Rigden, E. Lowick, N. Railton, E. M. Bishop and Another.

H.K.F.C. v. H.M.S. "TAMAR."

To be played on Saturday, on the Club ground, at 4 p.m. H.K.F.C.:—Goal, C. H. Buckingham; backs, J. Stalker and H. J. Jones; half-backs, F. C. Hall, R. F. Long, A. Macdonald; forwards, W. B. Rigden, O. Hedley, N. Railton, D. Larkins and Another.

"AN IDEAL HUSBAND."

The following amounts have been handed over by the Hon. Treasurer, Mr. Northcote, from the proceeds of the performances of "An Ideal Husband":—

To Mrs. Pattenden for:—
The Diocesan Girls' School, The Eyre Refuge and The Blind Home \$500
To Father Spada for:—
The St. Lewis Orphanage 300

\$1,200

THE "CLEVELAND."

The Hamburg-America Line's steamer *Cleveland* left San Francisco on her eastward cruise around the world on the 4th of February with about 500 tourists aboard. She will call at Hongkong on the 15th of March and stay here until Tuesday, the 18th of March, whence she will sail for Manila.

THE MAGISTRACY.

Twelve men appeared before Mr. Hazeland yesterday charged with gambling. The keeper was fined \$50 and the remainder \$2 each.

For snatching a hat from a man in the street a Chinese was yesterday sentenced to one month's hard labour, and to be exposed in the stocks for four hours.

P.S. Adlington proceeded against a man for having returned from banishment. Mr. Hazeland committed the defendant to prison for six months and to be exposed in the stocks for four hours.

Three Chinese appeared on remand before Mr. Hazeland charged with kidnapping a boy. On the application of Mr. Goldring, who appeared for the second defendant, the case was remanded for a week.

A Chinese was arrested by the police on the harbour charged with murder and robbery, but the people of the sampan on which the murder took place failed to identify him. Defendant was, however, charged with being a rogue and a vagabond and detained.

In a kidnapping case heard before Mr. Melbourne yesterday it was stated that the boy's father was dead and his elder brother acted as guardian. In September last the boy's mother and the child disappeared, and later the boy was discovered with the defendant, but the mother could not be found.

THE INCIDENCE OF TAXATION.

NATIONAL VERSUS LOCAL.

The terms of the National Tax Bill shows that the Chief of the National Tax Bureau is empowered, with the sanction of the Minister of Finance, to establish branch bureaux or to instruct local officials to collect taxes, subject to regulations to be fixed by the Minister of Finance.

The National Taxes are to be those on Land, Salt, the Maritime and Native Customs, Transit dues, Likin, Mining, Title-deeds, Brokers, Guilds, Pawnbrokers, Tobacco, Wine, Tea, Sugar, and Fish. The local taxes are to consist of additional taxes on Land and Commerce and taxes on Cattle, Rice, Opium and Oil; also the following, which are called contributions. Licences on boats, sundry goods, shops, houses, theatres, cars, brothers, tea-shop, restaurants, meat-butchers, sedan-chairs and other petty taxes and contributions.

The new central taxes consist of stamp duties upon the registration of wills, industrial and income taxes, property transfers and the issuance of paper money. The new local taxes are the house-tax, the market-tax, a tax on the use of articles in the employment of servants and also industrial consumption taxes—the latter only where the Central Government does not yet levy them. The Tsai-houpi is empowered to forbid local taxes where they injure taxation levied by the Central Government. The additional land industries and income taxation is not to exceed the present rates by more than 30 per cent., 20 per cent. and 15 per cent. respectively.

PARIS LETTER.

[FROM OUR OWN CORRESPONDENT.]

PARIS, January 10th.
THE BALKAN WAR.

All eyes are anxiously turned towards the London Ambassadors of the Great Powers—Great Britain, France, and Russia, representing the Triple Entente, and Germany, Austria, and Italy, representing the Triple Alliance, the deadlock between Turkey and the Balkan Allies. A renewal of the war in the Balkans must be averted at all costs, and as the Conference has proved a failure and ended in a temporary suspension, means must be found to secure peace. The Turks have all along produced a very bad impression; their latest threat is still more ridiculous not to say offensive than ever. The Porte promises to withdraw its delegates if the Allies continue to stand firm. This bluff on the part of Turkey is unworthy of her; the victorious Allies have made known their terms, which have not been found acceptable by the misguided Turks. It is one thing to win and quite another thing to lose a campaign; the tone of the Turkish delegates is that of a conqueror, not that of a defeated foe. It is left to the six Great Powers above-named to "convert" Turkey, and to urge her to be both reasonable and business-like. If war must be resumed, Turkey will bitterly regret this step, as she will have every country against her, and it will be quite useless for her to seek to enlist European sympathy. The capitulation of Adrianople is hourly expected.

This will relieve much of the present tension. The real crux of the whole matter has been the question of Adrianople, which the Turkish Government refuses to give up, fearing worse troubles as the result. It is not on military but on sentimental grounds that Turkey wishes to retain Adrianople, and, this being so, some sort of compromise is not outside the range of possibility. The Allies insist on the surrender of Adrianople, without which, they maintain, peace cannot be concluded. The Turkish delegates are more likely to receive sympathetic treatment from the Ambassadors provided they take more care to abstain from obstructive tactics. The arrival of a Roumanian in London has made things more complicated than ever. The Allies are fixed in their demands, the Turks are equally immovable; all that has occurred since the Peace Conference began in London is the exhaustion of the patience of the Allies. It was an excellent idea of M. Cambon, French Ambassador, to invite all the delegates to a banquet; this exemplary display of diplomatic tact will not fail to carry weight. Between the Allies and her military party Turkey is between the devil and the deep sea. It is only natural that the Allies should insist on the full fruits of their victorious campaign; on the other hand, the Turkish army, though badly beaten, now firmly believes itself capable of a grand revenge, and refuses to allow diplomacy to pay the price of defeat. So much for the actual situation in a nut shell. To resume the war is madness; neither the Balkans nor Turkey will benefit by further useless slaughter. The task before the Powers is both a delicate and anxious one.

WOMAN CANDIDATE FOR PRESIDENCY.

Though Mlle. Marie Denizard stands not the slightest chance of becoming President of the Republic, this handsome, young, tall, dark and clever young French woman has had the "will to do and the soul to dare" to offer herself as a candidate for the Presidential post. This young lady has already made a great name for herself, in spite of her age; she is a first-class orator, and has already been a candidate for the Chamber of Deputies in the Department of the Somme (Northern France) and a candidate for election to the Municipal Council at Amiens, also in the same part of France. Mlle. Denizard, whom no one can help admiring for her go-aheadism, is not ashamed to admit that she is a vivacious French Suffragist. She does not see why there should not be a woman President of the Republic. Have not the late Queen Victoria, Catherine of Russia, the Queen of Holland, the Grand Duchess of Luxembourg been, and continue to be, a credit to their sex? Twelve years ago Mlle. Denizard caused a resolution to be passed by the General Council of the Somme advocating votes for women. As we draw nearer and nearer to the 17th of January, the date fixed for the election of a new President of the Republic, the country more urgently demands the return of a strong man at the helm, not merely on account of the existing uncertainties in the European situation, but because France has for some time past been in the grip of two conflicting schools of special and political thought. On the one hand are the anti-patriotic, anti-military,

elect, he will prove to be both an asset in the cause of European peace, as well as an admirable official head (not a mere figurehead) of the French nation. England, too, has a good friend in the French Prime Minister—France's future President of the Republic, all being well.

THE FRENCH NAVY.

According to *Le Matin* the year just closed (1912) marked an era of progress and development in the French Navy. Battleships to the extent of 120,000 tons were launched or laid down. The Naval Law affecting seventeen Dreadnoughts was passed. A new type of bearing gun and quadruple turrets were adopted. The French squadrons were concentrated in one single fleet and flotillas of large submarines for deep water fighting was established.

THE STATUE MANIA.

Better late than never. There has at last been put a check upon the statue mania in Paris by the French Under Secretary for Fine Arts, M. Léon Bérard. This gentleman, in view of the undue multiplication of public statues in the capital, has decided that in future sculptors are to be encouraged to embellish public buildings in preference to congesting open spaces with monumental groups, and as a start the Tuileries Gardens are to be ornamented with statues of national heroes.

THE VALUE OF AUTOGRAPHS.

What's in a name? A collector of curios has just published a table showing the commercial value of the autographs of past Presidents of the French Republic. The signature of M. Thiers, the first President after the disastrous 1870-71 war, and with a reputation beyond the domain of politics, is worth exactly 15 francs (12s. 6d.) no more, no less. M. MacMahon ranks higher; a visiting card with two lines of the Marshal's handwriting recently sold for as much as 20 francs (15s. 10d.). M. Jules Grévy's autograph realized as much as that of "Le Père Thiers." M. Sadi Carnot 12 to 15 francs (9s. to 12s. 6d.), and for specimens of the handwriting of M. Félix Faure the regular tariff is only from 5 to 6 francs (4s. to 5s.). M. Casimir Perier and M. Loubet are both worth from 2 francs to 5 francs (1s. 6d. to 4s.). To the autograph collector. As for the retiring President, M. Fallières, his signature has apparently not yet risen to the dignity of being catalogued. France has not a very good opinion of her Heads of the State, judging by the insignificant commercial value of their autographs.

1913.

The superstitiously-inclined have every reason to anticipate that 1913 will be a more fortunate year than last. The digits in its number add up to fourteen, which is twice seven, and seven is pre-eminently a prime lucky number.

BREAD AND WAR.

War for France would mean neither more nor less that Paris would be without bread in three or four days at the most after the outbreak. This is to be attributed to the small stock of flour. Mobilisation of the French Army takes nominally eighteen days. That is, on paper. Actually it may be expected to take twenty, during which time the military authorities would naturally requisition all the railway lines. During these twenty days, therefore, Paris, which consumes 12,500 quintals or cwt. of flour a day, must live on its stock, for no flour could be brought in. The stock of flour necessary during the mobilisation period would therefore be 250,000 cwt. But there are only 12,500 quintals or cwt. of flour in Paris, sufficient for a day, that is, and if we add to this what the bakers have in their shops, Paris might hold out for, perhaps, three days more. The Minister of War, M. Millerand, is expected to ask a credit for a larger supply of flour.

DRUG-TAKING.

Drug-taking has developed to an extraordinary extent in the French capital, especially in the student world. Morphine, cocaine, opium, each has its victims in increasing numbers, it is said. Though against the law, certain chemists drive a profitable trade in these drugs in ministering to the passion.

NOVELTIES.

Numerous amusing puzzles have made their appearance this Christmas; of the many sold along the Boulevards none appear to be so popular as the one called "Find the President," meaning M. Fallières' successor.

CHINESE SUPERINTENDENTS OF CUSTOMS IN CHINA.

The *Shanghai* reports that the Shui Wai-chu or the Revenue Council of Peking proposes to appoint Superintendents of Maritime Customs for twenty Maritime Customs offices, namely:—Shanghai, Tientsin, Newchwang, Harbin, Antung, Chefoo, Soochow, Nanking, Chinkiang, Wuhu, Kiukiang, Ningpo, Hangchow, Wenchow, Chungking, Amoy, Swatow, Wuchow, and Nanning, and the Superintendent for Changsha will act also as that of Yochow; that of Foochow for

CHRISTMAS AND NEW YEAR GIFTS FROM OVERSEAS.

SIR HENRIER HEATON OF COLONIAL MONEY ORDERS.

Sir Henriker Heaton sends to *The Times* the following remarkable letter showing how much the expansion of the Colonial and American money order system is due to the generosity of our kindred overseas in sending gifts to relatives and friends at home:—

Sir,—The most touching evidence of kinship and love for the old folks at home and their relatives in the towns and villages and country places in England, Ireland, and Scotland was afforded by the Christmas and New Year's money orders conveyed in the mails received from all parts of the British dominions and the United States within the past few weeks. I enclose an Australian newspaper, from which you will see that £30,000 was sent from Sydney, New South Wales, during two weeks in November timed to arrive here on Christmas Eve. The value of these money orders were from 5s. to £5, and the average was about £2.

I may be forgiven for quoting from my speech in the House of Commons, reported in *The Times* 20 years ago, in which I pointed out that more than a quarter of a million emigrants leave our shores every year never to return, and it is the highest policy to encourage these emigrants, by cheap postage, to keep up communication with the old folks in their village homes.

I will now direct attention to some astonishing figures showing how well the statement is justified.

Last year 1,536,000 money orders were issued in the British colonies and dependencies for relatives in England, Ireland, and Scotland for a total amount of £4,309,000.

We received also from relatives in the United States small money orders for a total amount of £2,913,000. The grand total is therefore over £7,100,000 sterling. The most touching sight in the world was to visit the post-offices in the country districts in Ireland, when these money orders arrived destined to pay the rent or give Christmas cheer or to pay the passages of brothers and sisters.

The Postmaster-General informs me that one million sterling of the £2,800,000 from the United States was sent to Ireland. It will further interest your readers to set forth the list from the various colonies of the Empire and the United States:—

Canada sent us in small money orders in 1912 £2,290,000; Australia, £2,467,000; India, £2,364,000; New Zealand, £2,244,000; South Africa, £2,228,000; West Indies, £277,000; other colonies and agencies, £219,000; the United States of America, £2,913,000.

Of this seven millions there was, of course, a large sum for business orders for goods, but the mass of it was from relatives to their own people. All on will conclude that these figures afford splendid evidence of love and affection from our kin beyond the seas.—Yours very faithfully,

J. HENRIER HEATON.

NEW COMPANIES IN JAPAN.

According to investigations made by the Department of Agriculture and Commerce the total number of new companies formed in Japan during last year was 3,898, the total amount of the paid-up capital being ¥110,019,832. Compared with the preceding year, the number of companies formed shows an increase of 770 and the amount of capital paid-up of ¥16,619,507. Figures published by the Bank of Japan show that the total value of the capital of new banks and companies formed last year and of existing concerns extended amounted to ¥221,108,000. Divided according to the nature of business, manufacturing companies have the first place, the new capital invested therein aggregating ¥148,000,000, which, added to ¥24,000,000 for the spinning industry, brought up the total to ¥172,000,000. Next comes banking business ¥73,400,000, and railways and tramways with ¥59,500,000. The capital of new companies and of existing companies extended represented by different branches of business is as follows:—

	New Concerns.	Existing Concerns.
Banking	13,900,000	69,537,000
Spinning	12,900,000	10,815,000
Electric works	12,170,000	31,355,000
Mining	9,020,000	18,000,000
Marine produce	8,050,000	650,000
Railway and tramway	32,315,000	26,230,000
Manufacturing in-		
dustry	118,105,000	37,786,000
Steam navigation	2,300,000	2,250,000
Insurance	1,000,000	1,000,000
Commerce and		
others	123,696,000	10,000,000
Total	338,485,000	187,623,600

BANDMANN DANCER ROBBED.

A daring burglary was committed at the Albany Hotel, Calcutta, recently when Miss Janet Michael, a dancer of the Bandmann Opera Company, was robbed of clothing, jewellery and money amounting to about Rs. 2,000. Miss Michael, it appears, left the hotel, with several other ladies, shortly after eight o'clock to take part in the performance of "The Night Birds." Before leaving her room, she locked all her money and jewellery in her box. On her return Miss Michael found her room in a state of disorder, and her two wooden boxes lying on the floor broken open, and discovered that all her jewellery, a large quantity of valuable wearing apparel, and a large sum of money, amounting in all to nearly Rs. 2,000, had been abstracted. An immediate

ROMANCE OF THE C.P.R.

FROM 1902 TO 1913.

SIR T. SHAUGHNESSY AT STAFF DINNER.

The second annual banquet of the Canadian Pacific Railway officials and employees was held recently at the Place Viger Hotel, Montreal.

Mr. McTier officiated as chairman and had on his right Sir Thomas Shaughnessy. The other officers at the table of honour were Mr. G. M. Bosworth, Mr. J. S. Dennis, Mr. D. McNicoll, Mr. A. R. Creelman, Mr. F. L. Wanklyn, Mr. C. E. E. Usher, and Mr. George Bam.

Sir Thomas Shaughnessy, in replying to the toast of the company, dealt with the early history of the company, and paid a warm tribute to the members of the syndicate and to Sir William, then Mr. Van Horne. He told how the company during the disastrous year of 1893-94 weathered the storm that proved too much for several American roads. It was not until 1902 that the company began to receive any important return for the stupendous efforts and enormous outlay of money made by the Canadian Government and the Canadian Pacific Railway Company to attract the attention of the world to Canada's advantages and to encourage settlers to come to cultivate the unoccupied lands.

TEN YEARS' HARD WORK.

It was from the year 1902, said Sir Thomas, that the company started the great forward movement that has been in continuance ever since. As indicating what this movement was he might mention that in 1902 the gross income of the company from all sources was \$37,500,000, while in 1912, after a lapse of ten years, he hoped that the gross earnings would approximate \$140,000,000.

In 1902 the company had no Atlantic steamships, but since then the company had not only secured a steamship line on the Atlantic Ocean, but had supplemented the line previously inaugurated on the Pacific, and to-day the company may be considered a pre-eminent factor in the North Atlantic Ocean trade. Their Pacific Coast Line was also becoming a very important feature.

The revenues of the company, said Sir Thomas, continued to increase, and to show what great strides had been made during the last ten years he said that in 1902 the company owned 785 locomotives, and in 1912 it had increased to over 1,900, nearly 2,000. In 1902 they had 21,000 freight cars, and when the new orders were executed the company would have 90,000, which is another factor as indicating the great growth of the business of the company, and the great growth of Canada, and he thought that those who were managing the affairs, conducting the traffic, and forwarding the interests of the Canadian Pacific Railway might take to themselves some portion of the credit of the enormous movement forward that has taken place in Canada during these years.

VARIOUS INTERESTS.

Mr. McTier had referred, Sir Thomas said, to the great variety of interests that came under the jurisdiction of the company, their land interests, irrigation interests, the result of an effort to make a section of country that would have otherwise been an eyesore on the company's main line, productive in more ways than one, and Mr. Dennis had succeeded in making it so. Then there were the coal mines. It was found necessary to utilise all the resources of the company to engage in development work that ordinarily does not come within the scope of a railway company. However, the company had four mines to-day. Then there were the timber developments, copper, lead and gold mines, and the smelting industries in British Columbia. The hotel interests that were forced upon the company to accommodate passengers in the beginning had now become an important part of the company's business under the jurisdiction of Mr. Hayter Reed.

The Commercial Telegraph System, Sir Thomas thought, had more than doubled in its miles of wire.

With regard to the increased business of the company during the past ten years Sir Thomas said: "During the last year over 10,000,000 meals have been served on the ocean, lake, and river steamers, the dining cars, and in the hotels operated by the company, representing an average of about 30,000 meals per day, with an annual expenditure of upwards of \$4,000,000 for provisions and supplies. The orders placed through the purchasing department in 1912 for equipment and supplies required in connection with the business of the company will approximate about \$55,000,000, and the payrolls during the past year have averaged \$5,000,000 per month."

When talking about finances he said that notwithstanding the vast risk that was taken by the men who built the Canadian Pacific Railway and who were responsible for its construction, he could say truthfully that not one large fortune was made out of the affairs of the company. It had been an understood thing from the beginning that no director should either speculate in stock or should take advantage of any information secured by reason of his membership on the board.

THE CHINESE ARMY.

The *Eastern Times* reports that the Army Department has decided to have 48 divisions and ten brigades throughout the State, distributed as follows:—

Divisions	Brigades
Chihli	1
Mukden	1
Kirin	2
Heilungkiang	2
Anhui	1
Chekiang	1
Fukien	1
Hunan	1

THE ICE DANGER IN THE NORTH.

STEAMER SUNK.

The small Japanese collier, the *S.S. Saitou Maru*, which left Chingyuantao on Saturday, the 25th ult. en route for Japan, when four miles out from port met drift ice and found it difficult to make progress. On Sunday morning she was seen to be flying signals of distress. The Kailan Administration *S.S. Kaiping* set off to render her assistance, but the *Saitou Maru* arrived on the scene first. She took off the Captain and most of the crew, by which time the *Saitou Maru* was low in the water and the engine-room was flooded. The rushing water prevented the Chief Engineer and two firemen from reaching the deck and all three were drowned.

The same day floating ice impeded the progress of the *Sakata Maru*, which hoisted signals of distress. The *Kaiping* steamed out and towed her into port. The Customs notify that the wrecked *Saitou Maru* is a danger to navigation.

JAPANESE SHIPPING AND INDIAN INTERPORT TRADE.

The *India Daily News* observes:—What with the *Times* threatening another expedition to Lhasa and the opium merchants thirsting for Yuan-Shih-kai's blood, the outlook in the Far East was bad enough; but the Bengal Chamber makes its own contribution to the prevailing disquiet by asking that vessels flying the Japanese flag should be penalised as far as Indian interport trade is concerned. The facts relating to this trade are well-known. The subsidised Japanese vessels have not only seriously lowered the profits of British shipping in the Far East, but they threaten to capture Indian interport trade. The Bengal Chamber wants this trade closed to Japanese vessels unless the Japanese Government is prepared to open their coasting trade to the British lines. It is worth while pointing out that while the restriction of competition in the Japanese interport trade might be removed, the handicap of Japanese State subvention would still remain and enable Japanese vessels to continue the drastic competition with the British lines in Far Eastern and direct Indian trade. However, it will be one grievance the less, were the Indian interport trade closed to Japanese vessels.

RACE OF GIANTS.

DUTCH TRAVELLER'S DISCOVERY IN CENTRAL AFRICA.

Mr. G. Van der Schueren, the editor of *De Maasbode*, Rotterdam, who has travelled overland from Cairo to Johannesburg, and who reached there last month, tells of a race of giants which he had found in German territory.

Though black these men have clean-cut features of the best European type. The traveller says the aborigines are stunted negroid people, living by tillage, who have been conquered by a nation of black giants resembling the ideal Aryan in features and the moulding of their limbs. The men are mostly over six feet in height, and the women, described as beautiful, are of the average height of a full-grown European male.

These giants live by cattle breeding, disdaining anything like manual labour, and although great fighting people, their weapons are the primitive spear and bow and arrow.

STORIES OF THE DAY.

"HOWLERS."

The people of India are divided into castes and outcasts.

Lyons is noted for tea.

Louis XVI. was gassed during the French Revolution.

Gender shows whether a man is masculine, feminine, or neuter.

An Equinox is a man who lives near the North Pole.

An abstract noun is something we can think of but cannot feel—as a red-hot poker.

When Nelson fought him, Napoleon was beaten at the battle of Trafalgar where he died. But he said: "I have done my duty, and I expect everybody else to do his."

The function of the skin is to keep in the bones, and we look much nicer with skin on; if we had no skin we should go about as skeletons.

Leap Year is instead of its being the next day on the same day next year; it's the day after.—*University Correspondent.*

EVERYBODY WORKS BUT FATHER.

Prince George of Greece gave a dinner in Athens to some of his intimate friends, at which he invited his father to be present. After the banquet, a concert was arranged, and Prince George worked some gramophone music into the programme. When it came to the "tinned music" number, the "Everybody Works but Father" record was inserted first. Everybody present who understood English appreciated the musical criticism of King George, but no one laughed more heartily at the joke than he did.—*T.P.'s Weekly.*

UNIVERSAL MOTIVE.

Walter Damrosch was talking about a composer who has of late been turning out his operas too fast.

"By the way," a critic asked, "what was the motive of that last work of his, do you know?"

"Yes, of course, I know," said Mr. Damrosch. "He needed the money."—*New York Tribune.*

VERBAL.

Agent:—"Then we'll consider that settled." Actor:—"But—er—what about the contract?"

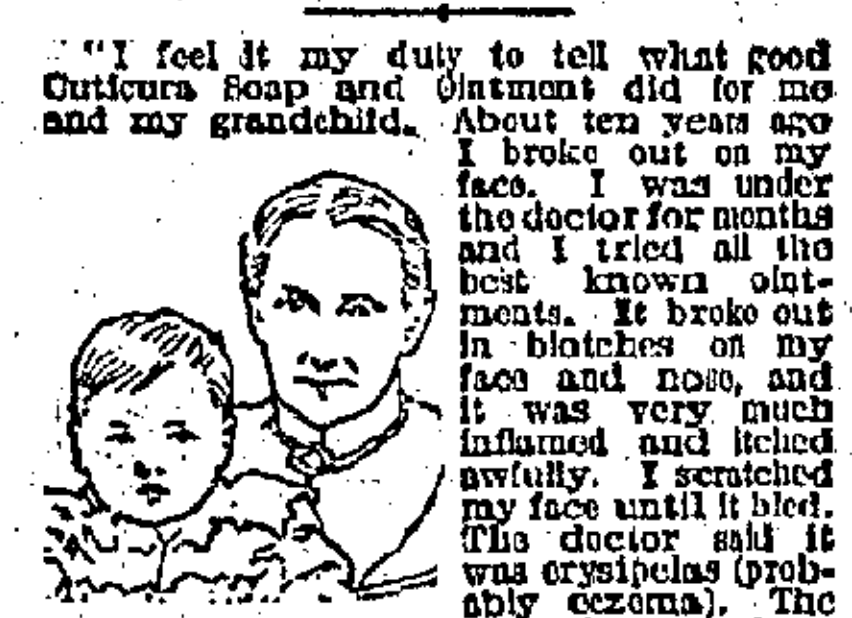
—Agent:—"Oh, that's all right. A verbal contract 'll do." Actor:—"Laddie, listen. The last time I had a verbal contract I drew a verbal salary!"

—*London Opinion.*

INTIMATIONS

SKIN BURNED LIKE FIRE WITH ECZEMA

On Face, Scratched Until It Bled: One Box of Cuticura Ointment Cured Her. Also Used It to Cure Her Grandson of Eczema.



"I feel it my duty to tell what good Cuticura Soap and Ointment did for me and my grandchild. About ten years ago I broke out on my face. I was under the doctor for months and I tried all the best known ointments. It broke out in blotches on my face and nose, and it was very much inflamed and itched awfully. I scratched my face until it bled. The doctor said it was eczema, probably eczema. I endured was terrible. I got run down in health with suffering and for the want of rest. At last, a friend said 'Why not try Cuticura ointment?' I know of cases that it has cured. I was ready to try anything as my skin burned like fire. I used a box of Cuticura Ointment and the first dressing did more than all the other ointments. It soothed it and by the time I had used the box I was completely cured. I have not had any sign of the dreadful disease since. "When my grandson was ten months old, a pimple came on his head. More came till his head was one mass. A rash broke out on his face. We had him under two doctors and they said it was eczema. We tried six different kinds of ointment but they did no good. The poor little thing was not able to rest. At last I thought of my own cure so we got a box of Cuticura Ointment and a tablet of Cuticura Soap and used them. He had more rest after his bath and dressing with Cuticura Ointment than he had had for months. He has not a sign of it now, but when his head was bad it nearly came off. (Signed) Mrs. Balthewell, of Key St., Hutt, New Zealand, July 15, 1911. Came with 32-p. book free from nearest depot. E. Newbery & Sons, 27, Chancery Lane, London; R. Town & Co., Sydney, N.S.W.; T. J. L. & Co., Calcutta and Bombay; J. B. & Co., Chem. Corp., sole props., Boston, U.S.A.

96-20

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS,

CHATER ROAD.

CHRONOMETER-MAKERS,

WATCHMAKERS.

JEWELLERS AND OPTICIANS

FINE DIAMOND

JEWELLERY

A SPECIALITY.

ENGLISH, AMERICAN AND SWISS

GOLD AND SILVER WATCHES.

GOLD AND SILVER BRACELET

WATCHES.

ENGLISH MOUNTED CHINESE JADE

JEWELLERY.

MAPPIN & WEBB'S

SILVERWARE,

CUTLERY and

PRINCES PLATE.

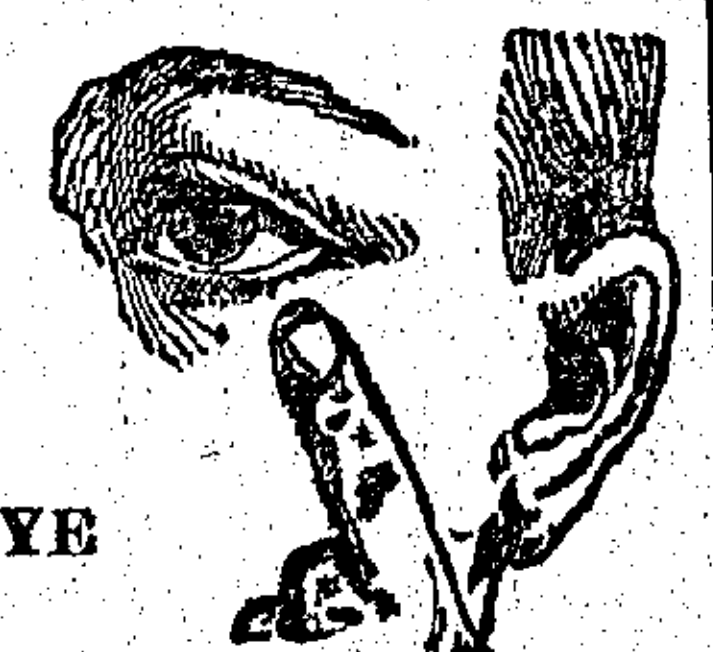
41

OUR

STUDY

OF

THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN.

WE WILL TELL YOU.

D. ARK & Co.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12. Telegraphic Address: PRESS. Codes: A.B.C. 4th Ed. Lieber's.

NEW ADVERTISEMENTS.

WANTED.

CHINESE CLERK and TYPIST. Good Handwriting and Knowledge of English indispensable. Apply by letter to—

MANAGER, "HONGKONG DAILY PRESS" Office, Hongkong, 6th February, 1913. [277]

TO LET FURNISHED. For Six Months from 8th April.

N.O. 88, THE PEAK.

Apply—Col. IRWIN, 88, The Peak, Hongkong, 5th February, 1913. [278]

PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION at Singapore on 25th February, 1913, S.S. "ALEXANDER MORRIS," Reg. Tons 1,352 Gross, 833 Net, as she is lying at present at Brackish Point, Pulau Blang, about 42 miles East of Singapore. Private bids will be received before the date of the Auction and intending bidders are requested to communicate with Messrs. BEHN, MEYER & Co. of Singapore. [279]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 7th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 5th February, 1913. [14]

AMERICAN-ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INVERLYDE."

Captain D. Mansfield, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 12th inst., at 10 a.m. All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 5th February, 1913. [280]

RACE BOOKS 1913.

Leather-Covered \$2.00
Cloth-Covered 1.75
Paper-Covers 1.00

May be had from NOKORHA & Co.
(Printers to the HONGKONG JOCKEY CLUB.)
KELLY & WALSH, Ltd.
BREWSTER & CO., Ltd.
Hongkong, 4th February, 1913. [270]

NOTICE.

THE only edition of the RACE BOOK and PROGRAMMES authorized by the STEWARDS of the JOCKEY CLUB are those printed by Messrs. NOKORHA & Co.
T. F. HOUGH,
Clerk of the Course.
Hongkong, 4th February, 1913. [271]

NOTICE.

THE SHANGHAI LIFE INSURANCE COMPANY, LIMITED.

AS Mr. WONG PO CHUN is Retiring from Business, the Hongkong Agency from 1st February, 1913, will be in Charge of J. F. B. DA SILVA, General Agent.
Hongkong, 1st February, 1913. [258]

AACHEN AND MUNICH FIRE INSURANCE COMPANY OF AACHEN.

HAVING been Appointed AGENTS of the above Company, we are prepared to issue Policies against FIRE at Current Rates of Premium.
REUTER, BECKELMANN & Co.
Hongkong, 1st February, 1913. [259]

INTIMATIONS

CHINA NEW YEAR HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (THURSDAY), the 6th February, 1913.
Hongkong, 1st February, 1913. [255]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

CHINA NEW YEAR HOLIDAY.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (THURSDAY), the 6th February.
By Order, A. R. LOWE, Secretary.

Hongkong, 4th February, 1913. [272]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

CHINA NEW YEAR HOLIDAY.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (THURSDAY), the 6th February.
By Order, A. R. LOWE, Secretary.

Hongkong, 5th February, 1913. [273]

KOWLOON-CANTON RAILWAY (BRITISH SECTION).

CHINESE NEW YEAR.

THE PUBLIC IS HEREBY NOTIFIED that on THURSDAY, February 6th, in addition to the Ordinary Trains an Extra Train will leave Kowloon at 10.15 a.m. for Sham Chun, calling at the Golf Course Crossing, Fanling.

On the above date the Train advertised to leave Kowloon at 5.30 p.m. will leave at 5.10 p.m., and the Train advertised to leave Sham Chun at 6.31 p.m. will leave at 6.14 p.m. and will run according to SATURDAY and SUNDAY timing.

By Order, H. P. WINSLOW, Manager.

Kowloon, 3rd February, 1913. [269]

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Offices of Messrs. SHEWAN, TOMES & Co., at St. George's Building, Charter Road, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 12th day of February, 1913, at 12 o'clock Noon, when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 25th day of January, 1913, will be submitted for confirmation as Special Resolutions:—

1. That the Memorandum of Agreement bearing date the Nineteenth day of April, 1912, and made between JOSEPH WHITEHEAD, Esq., the Honourable Mr. EDWARD OSBORNE, and the Honourable Mr. HENRY EDWARD FORBES (Members of the Committee appointed by the Shareholders of the GREEN ISLAND CEMENT COMPANY, LIMITED, at the Annual General Meeting of that Company held on the Twenty-fifth day of March, 1911), of the one part and SHEWAN, TOMES & Co., in their capacity of General Managers of the GREEN ISLAND CEMENT COMPANY, LIMITED, of the other part, as supplemented by a letter bearing date the Eighth day of May, 1912, and addressed by the said SHEWAN, TOMES & Co., to the above-named Members of the above-mentioned Committee and by the letter of such Members in answer thereto bearing date the 14th day of May, 1912, be and the same is hereby ratified and confirmed by the Shareholders of the said Company.

2. That the regulations contained in the copy of the proposed new Articles of Association of the GREEN ISLAND CEMENT COMPANY, LIMITED (which for the purpose of identification have been subscribed by Messrs. SHEWAN, TOMES & Co., as General Managers of such Company, and which may be inspected by any Shareholder of the said Company at the Offices of the said General Managers at St. George's Building, Charter Road, Victoria, in the Colony of Hongkong, or at the Offices of Messrs. DEACON, LOCKER, DEACON & HARRISON at No. 1, Des Voeux Road Central, Victoria aforesaid, on any week-day between the hours of 10 a.m. and 4 p.m.) be and the same are hereby adopted as the Articles of the said Company to the exclusion of and in substitution for all the existing Articles thereof.

SHEWAN, TOMES & Co., General Managers, GREEN ISLAND CEMENT CO., LTD. Dated the 27th day of January, 1913. [241]

PUBLIC COMPANY

LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHARLES HOPKINS SHIELDS of Canton a DUPLICATE CERTIFICATE of 100 Shares in this Company, or other Certificate or Certificates in lieu thereof, upon Statement that the Original Certificate No. 10814-100 Shares Numbered 23327/23337 had dated 20th March, 1913, has been LOST or DESTROYED; AND NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no Claim or Representation in respect of such Original Certificate is made to the General Managers they will then proceed to deal with such application for a Duplicate.

SHEWAN, TOMES & Co., General Managers, Hongkong, 21st January, 1913. [216]

INTIMATION

LANE, CRAWFORD & Co.

AGENTS FOR CHUBB'S FIRE AND BURGLAR PROOF SAFES

CHUBB'S STANDARD AND BOOK QUALITY SAFES FITTED WITH OR WITHOUT COMBINATION LOCKS.

CHUBB'S LOCKS OF EVERY DESCRIPTION.

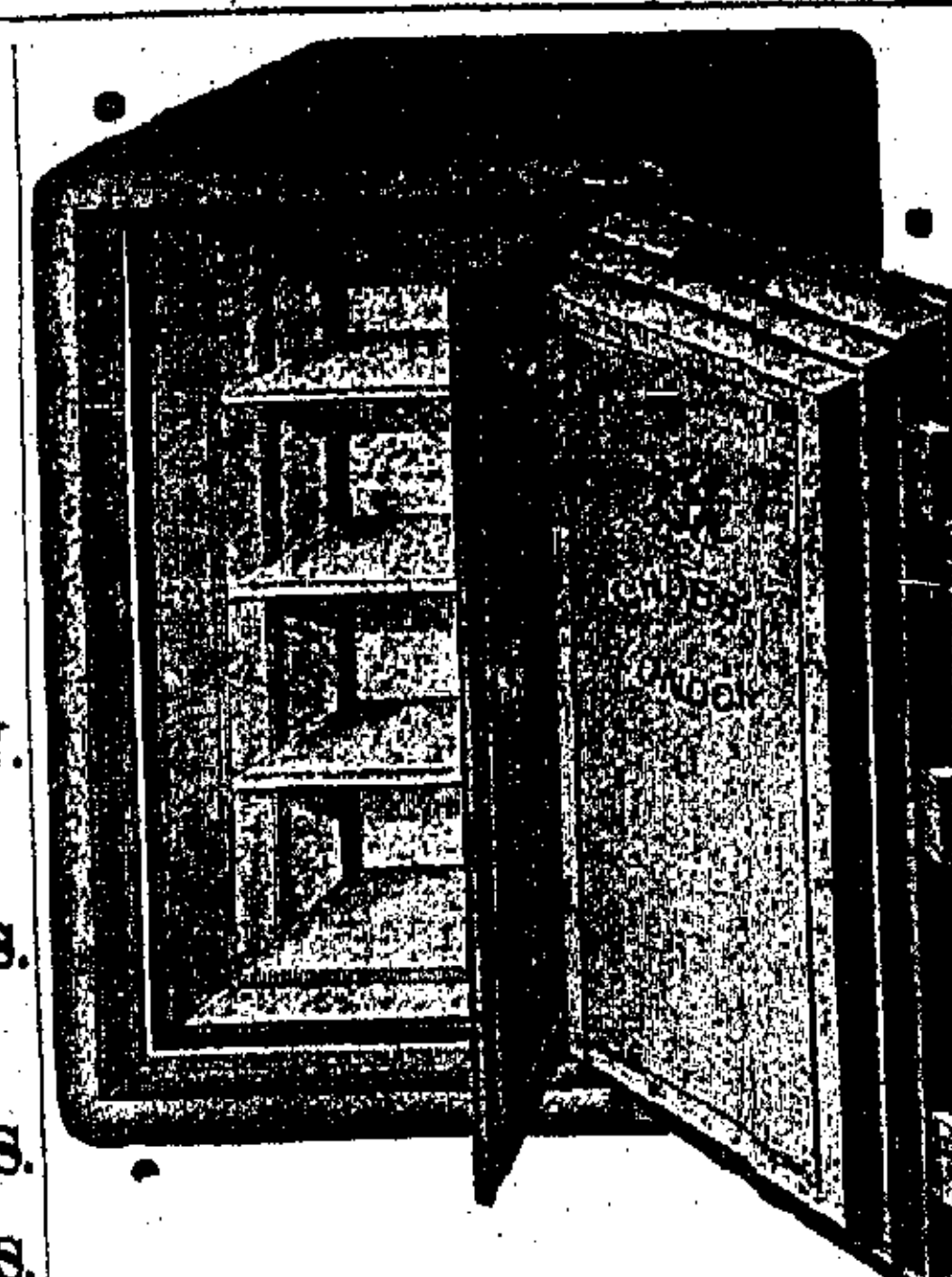
BRASS DETECTOR

PADLOCKS.

3 LEVER GALVANIZED

PADLOCKS.

DEED AND CASH BOXES, ETC.



CHUBB'S NEW PATTERNS LOCKING-BAR.

INDISPENSABLE FOR GODOWNS.

NO PADLOCKS REQUIRED.

CANNOT BE WRENCHED OFF.

INSPECTION INVITED.

REPAIRS OF EVERY DESCRIPTION UNDERTAKEN. ESTIMATES FREE. [46]

PUBLIC COMPANIES

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of this Company will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 8th FEBRUARY, 1913, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1912.

THE TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th February (both days inclusive), during which period no Transfer of Shares can be effected.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 24th January, 1913. [229]

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FOURTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on MONDAY, the 10th FEBRUARY, 1913, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1912.

THE REGISTER of SHARES of the Company will be CLOSED from SATURDAY, 1st February, to MONDAY, 10th February, 1913 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, MOWBRAY S. NORTHCOTE, Acting Secretary to the Company, HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Agents for the Kowloon Land & Building Co., Ltd. Hongkong, 25th January, 1913. [230]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETY-THIRD ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mongkok, on TUESDAY, the 11th FEBRUARY, 1913, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th January to the 11th February, 1913, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, W. E. CLARKE, Secretary.

Hongkong, 14th January, 1913. [186]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 22nd day of FEBRUARY, 1913, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1912.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 10th February, to SATURDAY, the 22nd February, 1913 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors, N. J. STABB, Chief Manager, Hongkong, 5th February, 1913. [274]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUNDS:—
STRENGTH ... \$15,000,000
SILVER ... \$17,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
E. SHILLIM, Esq., Chairman.
F. H. ARMSTRONG, Esq., Deputy Chairman.
S. H. DODD, Esq.
G. S. CRICKLAND, Esq.
G. S. GIBBY, Esq.
G. B. LAUREN, Esq.
E. LICH, Esq.
W. L. PATTERSON, Esq.
J. A. PLUMMER, Esq.
Hon. Mr. C. H. BARR.
H. A. SIEB, Esq.

CHIEF MANAGER: Hongkong—N. J. STABB.

ACTING MANAGER: Shanghai—A. G. STEPHENSON.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4½ per cent. per annum.
N. J. STABB, Chief Manager, Hongkong, 28th November, 1912. [18]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... \$1,500,000
SUBSCRIBED ... 1,125,000
PAID UP ... 562,500
RESERVE FUND ... 365,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES: Bombay, Calcutta, Hongkong, Madras, Rangoon, Singapore, Siam, Yokohama.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS: BANK OF ENGLAND.

LONDON JOINT STOCK BANK, LTD. Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Customers. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. G. MACDONALD, Manager, Hongkong, 4th September, 1912. [909]

NEDERLANDSCH-INDISCHE HANDELSBANK.

NETHERLANDS INDIA COMMERCIAL BANK, ESTABLISHED 1863.

Authorized Capital \$1,500,000 (\$1,250,000)
Paid up Capital \$1,495,350 (\$1,242,119)
Reserve Fund \$1,502,161.27 (\$413,513)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEACONS BANK, SWISS BANKCORPORATION.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Accounts at the rate of 2 per cent. per annum on Daily Balance. Rates on Fixed Deposits can be ascertained on application.

E. J. H. VAN DELDEN, Acting Manager, No. 8, Des Voeux Road Central, Hongkong, 5th February, 1913. [21]

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... \$10,000,000
Capital Subscribed (paid up) ... \$6,250,000
Reserve Fund ... \$2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS: Amoy, Anping, Canton, Foochow, Keelung, Swatow, Tainan, Taipei, Tamsui, Nagasaki, Tokyo, Yokohama.

HONGKONG OFFICE: 3, DES VOEUX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

E. THUDZURABARA, Manager, Hongkong, 1st May, 1911. [1279]

THE YOKOHAMA SPECIE BANK, LIMITED.

AUTHORIZED CAPITAL ... Yen 48,000,000
PAID-UP CAPITAL ... Yen 30,000,000
RESERVE FUND ... Yen 17,850,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at: Amoy, Canton, Hongkong, Kobe, Lyons, Shanghai, Tientsin, Yokohama.

THE BUSINESS of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Chief Manager, Hongkong, 1st July, 1911. [19]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Chief Manager, Hongkong, 1st July, 1911. [19]

HONGKONG SAVINGS BANK.

INTEREST ALLOWED ON CURRENT ACCOUNTS. Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager, Hongkong, 11th January, 1913. [443]

ENTERTAINMENTS

THEATRE ROYAL.

CITY HALL.

ALLAN WILKIE AND FULL LONDON CO.

TO-NIGHT! TO-NIGHT!

6TH FEBRUARY, Sir Arthur Pinero's Play

SWEET LAVENDER.

MONDAY, 10TH FEB.—Shakespeare's Farical Comedy

THE Taming of the Shrew.

TUESDAY, 11TH FEB.—Oscar Wilde's Play

LADY WINDERMERE'S FAN.

(Definitely the Last Performance in Hongkong).

CURTAIN AT 9.15 P.M.

PRICES: \$3, \$2 and \$1. Booking at MOUTRIE'S.

Hongkong, 6th February, 1913. [246]

BIJOU

9.15 P.M.—PROGRAMME—9.15 P.M.

NEWS OF THE WORLD IN PICTURES.

(Pathé Gazette and Gaumont Graphie).

THE GREAT LADDER ACT.

(Acrobatic Sensation).

THREE STAR COMICS.

MUSICAL INTERLUDES by

MISS OECILE STEPHANO

(Classical-Centrato) and

MISS DOLLY SWIFT

(Chic Comedienne).

ARTISTES AT ALL MATINEES.

7.15 P.M.—PICTURES ONLY—7.15 P.M.

Hongkong, 5th February, 1913. [61]

PHILHARMONIC CONCERT

(Ed. GERMAN'S OPERA)

MERRIE ENGLAND

IN THE THEATRE ROYAL,

SATURDAY, FEBRUARY 8TH,

AT 9.15 P.M.

BAND AND CHORUS

100 PERFORMERS.

Plan at LANE, CRAWFORD & Co.

PRICES: Orchestral Stalls, \$3; Stalls, \$2; Pit, \$1; Gallery, 50 Cents.

Hongkong, 3rd February, 1913. [262]

AUCTION

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 10th day of February, 1913, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of Two Lots of CROWN LAND near Ship Street, and below Kennedy Road, in



The nasty flat taste on waking in the morning is due to an excessive development of bacteria in the mouth during sleep. The infallible antidote is rinsing the mouth with Odol before retiring to rest.

(104-25)

SHIPPING IN PORT.

STEAMERS.

CHENAN, British str., 1,355, W. L. Jones, 2nd February—Shanghai 30th January, General.—Butterfield & Swire.

CHONGSHING, British str., 1,989, V. McC. Liddell, 20th January—Bangkok 20th January, General.—Jardine, Matheson & Co.

CHIRSHING, British str., 1,199, F. Mooney, 24th January—Bangkok 10th January, Rice.—Jardine, Matheson & Co.

EMPEROR OF JAPAN, British str., 5,040, S. Robinson, R.N.R., 18th January—Vancouver 20th December, Mails and General.—C. P. R. Co.

FOOKANG, British str., 1,987, Mitchell, 1st February—Mojito 27th January, Coal and General.—Jardine, Matheson & Co.

HALMUS, British str., 615, J. W. Evans, 4th February—Swatow 3rd February, General.—Douglas, Lapraik & Co.

HUICHOW, British str., 1,215, Hooker, 2nd February—Port Courbet 31st January, Coal.—Butterfield & Swire.

IKAKU MARU, Japanese str., 3,282, K. Nishikawa, 15th January—Java, Coal.—Order.

INABA MARU, Japanese str., 3,337, S. Tomioka, 3rd February—Shanghai 31st January, Flour and General.—Nippon Yusen Kaisha.

KALGAN, British str., 1,143, W. G. Cowan, 1st February—Chefoo 27th January, General.—Butterfield & Swire.

KEONGWAI, German str., 1,115, F. Kohler, 4th February—Bangkok 25th January, Rice and General.—Melchers & Co.

KIRIN MARU, Japanese str., 3,801, M. Deguchi, 4th February—Singapore 25th January, General.—Nippon Yusen Kaisha.

KWANGLEE, Chinese str., 1,418, J. McArthur, 3rd February—Shanghai 31st January, General.—Chinese.

LOKANG, British str., 978, J. H. Bowker, 3rd February—Weihaiwei 29th January, General.—Jardine, Matheson & Co.

LOCKSON, German str., 1,020, W. Tumbert, 2nd February—Bangkok 22nd January, Nil.—Order.

LOONGSANG, British str., 1,063, W. G. G. Lusk, 4th February—Manila 16th January, General.—Jardine, Matheson & Co.

MINNESOTA, American str., 13,333 T. W. Garlick, 24th January—Seattle 16th December, General.—Nippon Yusen Kaisha.

MURK, British str., 3,006, H. Miles, 27th January—Tarakan 20th January, Liquid Fuel.—Asiatic Petroleum Co.

NELSON, British str., 4,600, B. C. Lewis, 10th January—Shanghai 16th January, General.—Butterfield & Swire.

OTARU MARU No. 2, Japanese str., 1,070, Yoshioka, 16th January—Mito 10th January, Coal.—Mitsui Bussan Kaisha.

PREHUNPENH, British str., 1,065, J. H. Scott, 4th February—Saigon 29th January, Rice and General.—Chinese.

RANGON MARU, Japanese str., 3,188, Y. Kamoshita, 20th January—Mojito 15th January, General.—Nippon Yusen Kaisha.

SABINE, Rickmers, Dutch str., 513, De Vries, 25th January—Fochow 23rd January, Bulk Oil.—Asiatic Petroleum Co.

SAMSEN, German str., 998, B. Peterson, 1st February—Hongkong 20th January, Coal.—Melchers & Co.

SHANGSI, British str., 1,232, Simons, 22nd January—Swatow 21st January, General.—Butterfield & Swire.

SHIMO MARU, Japanese str., 7,226, H. S. Smith, 31st January—San Francisco 4th January, General.—Toyo Kisen Kaisha.

SOMALI, British str., 4,192, W. Cooke, R.N.R., 26th January—London 14th December, General.—F. & O. S. N. Co.

SOSU MARU, Japanese str., 719, K. Tashiro, 31st January—Swatow 30th January, General.—Osaka Shosen Kaisha.

SZECHUEN, British str., 1,142, E. L. Jones, 25th January—Port Courbet 19th January, Coal.—Butterfield & Swire.

TAIWAN, British str., 1,042, Jenkins, 2nd February—Saigon 26th January, Rice and Meal.—Order.

TAMON MARU, Japanese str., 2,542, Kobayashi, 3rd February—Mojito 27th February, Coal.—Mitsui Bussan Kaisha.

TELMACHUR, British str., 4,803, J. H. Goodwin, 2nd February—Yokohama 21st January, General.—Butterfield & Swire.

TITANIA, German str., 1,800, Vogt, 23rd January—Tsingtau 19th January, Nil.—Order.

TRILANAP, Dutch str., 2,470, W. N. Hap, 3rd February—Balik Papan 26th January, Sugar and General.—Java-China-Japan Lijn.

THE WARRIOR'S TALE.

LAST STAND OF ALLAN WILSON.

A MATABELE'S TRIBUTE.

In the "Rhodesia Annual for 1912-13," the chief feature of interest is a powerful transcript of history by Mr. Wilfrid Bussy, founder of the Bulawayo Police Review, from the lips of a Matabele warrior who fought against the heroic Allan Wilson and his band in their gallant last stand on the Shangani River. An impressive opening depicts the old warrior settling down to his yarn, and entering on it (as will be seen) with a tragic dignity that has lost none of its Homeric quality in the hands of the present narrator:—

"They came early, the War Kings of the White Men. To this day it seems that I could well-nigh have told their tally on the fingers of two hands. But we were ready. They spoke boldly, asking for the King's surrender. For answer, there was no sound but the snapping of the hunting dogs that had run to greet them from the shade of the scherm. Again they spoke, demanding that the King should stand forth before them. This time we gave them bullets. I ordered the firing. We had thought to end it thus, but these were more than men, and it seemed as if they rode away even before the shooting had begun. And lo! the tense exultant smile of the hunt was on the faces of them all! It is the truth.

Half a mile away they stood, their backs to a large ant-hill, their horses—dying fast—forming a rampart to their front. That was our hour and the horns of our crescent fell upon them, the lust of war singing in the hearts of our warriors as it had never sung before. I hear it now!

MEN OR GODS?

I cannot tell the tale as I saw it, but I can see it as a thing of yesterday—I, who am oldest of the old. These warriors of the gods stood up like giants, black and awful in the thick, blue haze of the wet dawn. And still it rained, as our fathers and our fathers' fathers had never known it rain.

At last came the end. There were six of the party with breath still in them, and oh! these six—men or gods, only gods can say—these fellows singing as though their hearts were bursting with most wondrous joy. I know not the meaning of the song, but some among us knew it for the song of the last things of all—the song of triumph which tells of the glories of the Great White Mother who rules over the Impis of the English.

I speak truly—these warriors were Men of Men, and their Fathers were Men before them!

At last there was but one. He fought on, a grim smile on his face, the fire of a devil in his eyes. He took guns and bullets from his fallen brothers, and fought on to the end. This was Wilson himself, the White Chief. After his cartridges were finished, and he could find no more, he stood—silent and alone—waiting for us to come in and make the final thrust.

But we—aye, we were afraid! We would—even the King—have given a kingdom to this man, had he come over to us; but he was a White Man, and would not hold speech with us, preferring to die the death of a god. I see him as I speak.

THE LAST TO FALL.

There was no firing now. We stood, fearful to move, in the shelter of the bush. He taunted us to make an end, but we knew not what the gods might send to the warrior that ventured first and we stood our ground. Then at last one among us took heart and began to move forward, stealthy as a jackal, and more than half afraid. Coming close, he gazed on the lonely White Man as though bewitched by the magic that was in his eyes; then suddenly, with his mind made up, he lifted his assegai and drove it with a thud into his heart.

Still he did not fall. At this a thousand spears flew through the air. Very slowly, making no sound, the White Man sank forward upon his face, and so lay still.

We closed in, hoping to dip our spears, for these had been fighting men, for as none had ever known—may not since the nations have come first to the world. But this is the truth—as there is One above, a judge—one from among the dead half rose and stood upon us, slaying the best among our chiefs.

He was a tall, broad warrior, with a moustache of gold drooping low over his chin. Once he sank prostrate to the ground, a bullet here in his hip, but rose again to his knees, firing always, until a hundred shots struck him, and once more he died. We could see the gods had sent their magic to protect his body and those of his comrades from the marks of our spears, and we fled—aye, the army of a king, and not till nightfall did we venture near.

But that was the end of it, and that was the ending of the Great War, for we had set out to fight men, and we had found more than men, and we knew it was hopeless to pit our strength against such as these.

All! The Matabele are no more. Yet I have no shame, for these we strove against were Men of Men, and their Fathers were Men before them!

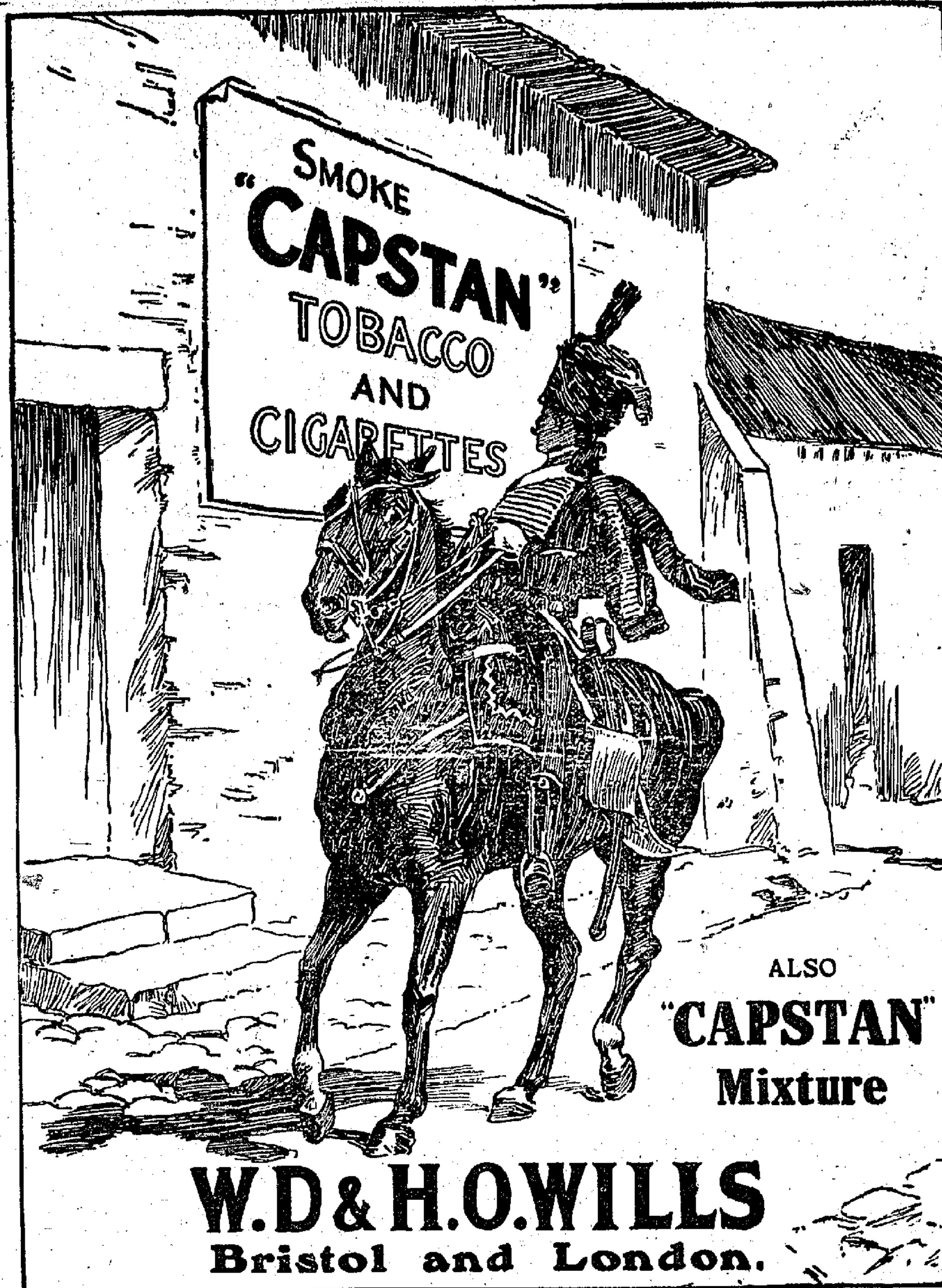
LESS COURTESY.

BUSY MEN'S MANNERS.

The following interesting letter appears in the Daily Mail:—

Sir—The decline of courtesy among all classes of people has impressed me greatly since my return to England after residing abroad for ten years. I am astonished at I can remember the time when railway changes in the manners of the people. servants habitually passed a cheery "Good morning" and "Good night" to passengers, and when nearly every class of servant was schooled in courtesy and politeness. For the polite term of salutation for the "Please" and the "Thank you," I discover a substitute of surliness and, at times, positive rudeness.

This seems to affect all classes of society. I said "Good morning" the other day to a business man. He replied, "Now, about those shares—oh, good morning." This seems a common habit. Men are so



W.D. & H.O. WILLS
Bristol and London.

ALSO

"CAPSTAN"
Mixture

obsessed with their own concerns that they remember the polite greeting only as an afterthought.

In tubes, omnibuses, and tramway-cars people sit down, if they can find a seat, without a thought about the comfort or feelings of their neighbours. The old time driver of the horse omnibus, with his cheery badinage, has given place to that stern and silent figure the motor-omnibus driver. The conductor of to-day has no time for conversation. Everyone seems in a hurry.

Handshakes even are becoming obsolete. People nowadays, even when they do go so far as to shake hands, do it hurriedly and half-heartedly, as though they had suddenly remembered something. The "Thank you," the little civility for the little service, is no longer regarded as an essential thing. Young men and women behave as though they had never known the meaning of the word "courtesy." Politeness towards elders is considered old fashioned, and young people on principle refuse to show it.

To my mind the hurry of the age is responsible for a great deal of the discourtesy of modern men and women. There is no time to be polite, there is no time to think about others, and as the first principle of courtesy is consideration of others it is not so surprising that good manners are so rarely seen to-day.

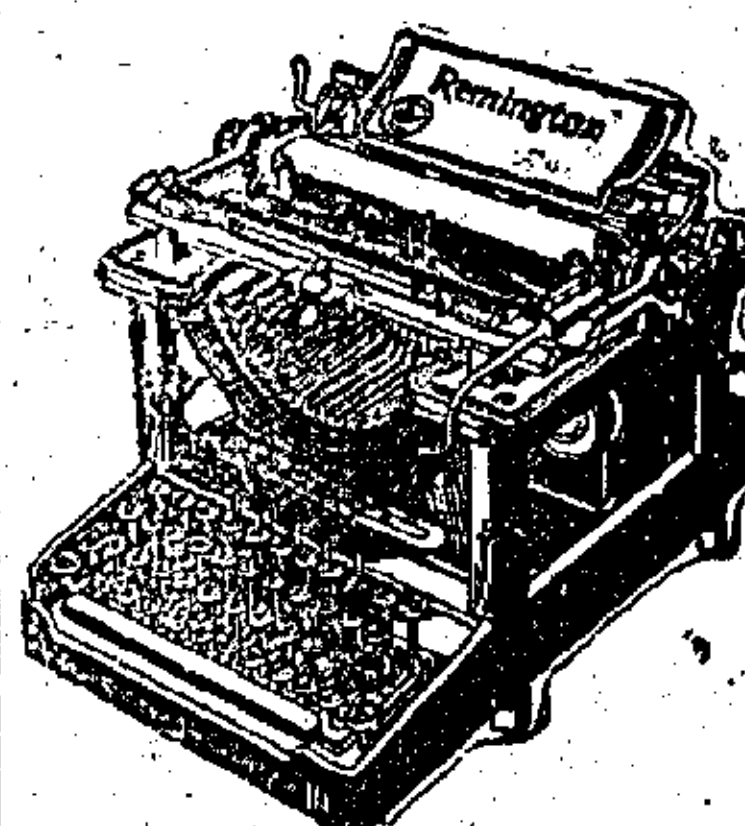
I cannot help thinking that many modern men and women have still to realise the truth of Chesterfield's dictum that "Manners must adorn knowledge and smooth its way through the world."

LATEST STEAMER MOVEMENTS.

The French str. *Phuyen* left Saigon on the 4th February for this port, and is due to arrive here on or about 8th February.

The APC str. *Araratoun Apar*, from Shanghai and Kobe, left Moji on the 5th February, a.m., and may be expected here on or about 10th February, a.m.

The P.M. str. *Mongolia* arrived at San Francisco on the 4th February.



More than

THREE-QUARTERS OF A MILLION

Remington Typewriters are in use—more than any other make, and more than many others combined.

To-day, as always, the bulk of the Typewriting of the World is done on REMINGTONS.

REMINGTON TYPEWRITER CO.
(INCORPORATED).

SIEMSEN & CO. (MACHINERY DEPT.).

HONGKONG AND CANTON, General Agents for South China, Formosa, etc.
N.B.—Please write and return of post will bring you free of charge an illustrated booklet, "Touch Method Typewriter Instructor," invaluable to all using a Typewriting Machine. [43-2]

SHIPPING REPORTS.

The British str. *Sungking* reports: Light E.N.E. winds and sea, fine weather. The British str. *Hatching* reports: Had light variable winds and fine clear weather.

The British str. *Namsang* reports: Strong monsoon, heavy sea to Paracels, moderate monsoon.

PASSENGERS.

ARRIVED.

Per *Namsang*, from Calcutta, Mr. W. A. Foot.

Per *Hatching*, from Swatow, Mrs. MacGowan, Mrs. Rozario, Mr. H. Keily, Mr. Butterfield, Mr. Sullivan, Mr. and Miss Von Hentig.

Per *Zafiro*, from Manila, Mr. W. Vessey, Miss M. Olawarteta, Mr. B. Le Blanc, Miss E. La Blanc, Miss D. Allen, Mr. H. Burgess, Mr. C. Chase, Mr. D. Nowlin, Mr. and Mrs. T. Back, Miss L. Chambers, Miss B. Lathrop, Miss C. Phillips, Miss V. Elbe, Mr. and Mrs. J. Cook, Miss I. Mansfield, Miss A. Mantin, Miss T. Dunlop, Mr. and Mrs. W. H. Hughes, Miss St. Clair, Mr. and Mrs. J. H. Kipp, Mr. J. C. Allan, Mrs. L. Swaffield, Mr. Nikar Singh, Mr. C. H. Hodgas, and Mr. Charles Adams; for Iloilo, Mr. H. Cruz.

PASSED THE CANAL.

January 14th—*Australien*, *Derfflinger*, *Liberia*, *Ping Suen*, *Praem*, *Svevia*, *Africa*, *17th Andalusia*, *Austria*, *Erol*, *Intero*, *Manchester Castle*, *Sileria*, *Tango Maru*, *Yankee*, *Paul*, *Leat*, 21st—*Keemun*, *Niyasaki Maru*, *Myrmidon*, *Scotlar*, *Atrius*, *Ecclesia*, 24th—*Calcedonia*, *Moyune*, *Perseus*, *Sicilia*, *Glenfar*, *Nankin*, 28th—*Benalder*, *Calbas*, *Ernest Simons*, *Indrasamha*, *Peiho*, *P. B. Friedrick*, *Welsh Prince*, *Alesia Annam*, 31st—*Denbighshire*, *Kamo Maru*, *Kitano Maru*, *Kleisi*, *Nera*, *Ningchow*, *Sakhsen*, *Egrement Castle*, 4th—*Idomeneus*, *Laertes*, *Elleria*.

ARRIVALS AT HOME.
February 4th—*Ernest Simons*.

TO-DAY

The Remington Typewriter Factory is working all day and all night, and is Six Thousand Machines behind in its order.

The extensive enlargements to this factory, recently completed, have already proved inadequate to supply the rapidly increasing demand for the Visible Remington Models, and contracts have just been let for another and even vaster addition to the works.

For 10 months of 1911 our business has been larger than for the whole 12 months of any year since the beginning.



NAPIER
JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

BEWARE OF
IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"HIMALAYA,"

Arrived Hongkong on 30th January, 1913,
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. "Marmora."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 30th January, 1913. [1]

SWEDISH EAST ASIATIC CO., LTD.,
GOTENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"YEDDO,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Feb. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th Feb., at 9.30 a.m.

All Claims must reach us before the 15th Feb., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

ARTHUR NILSSON & Co.,
Agents.

Hongkong, 3rd February, 1913. [40]

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"FRINZ SIGISMUND,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 9.30 a.m.

All Claims must reach us before the 17th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 3rd February, 1913. [4]

NOW ON SALE.

MAIL TABLES
FOR 1913.

Shows the dates of departure of the Mails of Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents.
On Paper ... 25 "

On Sale at the Hongkong Daily Press Office.
Hongkong, 10th January, 1913.

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ROTTERDAM, HULL, LONDON, COLOMBO AND SINGAPORE.

THE Steamship

"GLENLOGAN,"

Captain McGregor, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 10th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 3rd February, 1913. [265]

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONGOLIA 27,000 tons, twin screws.	COMFORT.	FROM HONGKONG calling at SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws.		KOBE (via Inland Sea),
KOREA 18,000 tons, twin screws.	SAFETY.	YOKOHAMA and HONO-
SIBERIA 18,000 tons, twin screws.		LULU (the "Paradise of the
NILE ... 11,000 tons.	SPEED.	Pacific) through Service via
CHINA ... 10,200 tons.		NEW YORK to Europe.
PERIA ... 9,000 tons.		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £54 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting
SIBERIA	18,000	TUESDAY, 18th Feb., at 1 P.M.
CHINA	10,200	TUESDAY, 25th Feb., at 3 P.M.
MANCHURIA	27,000	TUESDAY, 4th Mar., at 1 P.M.
NILE	11,000	TUESDAY, 18th Mar., at 3 P.M.
MONGOLIA	27,000	TUESDAY, 25th Mar., at 1 P.M.
PERIA	9,000	TUESDAY, 15th April, at 3 P.M.
KOREA	18,000	TUESDAY, 22nd April, at 1 P.M.
SIBERIA	18,000	TUESDAY, 6th May, at 1 P.M.

Intermediate Steamers. Passengers holding through Tickets have the privilege of travelling by Train between Korea and Yokohama, Free of Charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
25th Feb. ... CHINA ...	27th Feb.	21st Feb. ... MANCHURIA ...	23rd Feb.
18th Mar. ... NILE ...	20th Mar.	8th Mar. ... NILE ...	10th Mar.
15th Apr. ... PERIA ...	17th Apr.	16th Mar. ... MONGOLIA ...	18th Mar.
13th May ... CHINA ...	15th May.	5th Apr. ... PERIA ...	7th Apr.
3rd June ... NILE ...	5th June.	13th Apr. ... KOREA ...	15th Apr.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier). Telephone No. 141.
FRED J. HALTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, VANCOUVER, B.C.,
SEATTLE & TACOMA.

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

STEAMER	SAILING
...	Early March.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—
THE BANK LINE, LIMITED.
Telephone No. 780, KING'S BUILDING, PRINCE CENTRAL.

NEW YORK LINE.

REGULAR SERVICE FROM
JAPAN, CHINA AND STRAITS TO NEW YORK VIA SUEZ CANAL.
Operated by Steamers of the
AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES.
STEAMER EARLY.

For Rates of Freight, and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

AFRICAN LINES. ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... End of February.

And regularly thereafter.
For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
From HONGKONG: 15th Feb. "TYMERIC"
From COLOMBO: 2nd Mar.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.
[38-39-40]

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 7th FEBRUARY, 1913.
8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN."
8 a.m. "HONAM."
5 p.m. "FATSEAN."

FRIDAY, 7th FEBRUARY, 1913.
8 a.m. "HONAM."
10 p.m. "FATSEAN."
8 a.m. "HEUNGSHAN."
5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 9th FEBRUARY, 1913.

The Company's Steamship "SUI AN"

Will depart from the WING LOK STREET, WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOISANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.

Round trip takes about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [51]

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILING.

For Freight and Further Particulars, apply to
TELEPHONE No. 171.
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

SAN FRANCISCO

SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.

S.S. CHYO MARU ... 22,000 tons.

S.S. SHINYO MARU ... 22,000 tons.

AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and two newspapers containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers, Through Tourist's Sleepers, Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

O. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
75, MAIN STREET, YOKOHAMA.
AND KING'S BUILDING, HONGKONG

57

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE.

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA and PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 13th Feb., at 5 p.m.

S.S. "AFRICA," 8,840 tons, will leave as above on 13th Mar., at 5 p.m.

Cheap rates, Hongkong-Trieste, Venice, £50 1st, £35 2nd, £19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN TO SHANGHAI.

S.S. "AFRICA," 8,840 tons, will leave as above on 1st Mar., at 11 a.m.

Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Storage Passengers.

No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, FIUME and VENICE, VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUVA and PORT SAID.

S.S. "VORWAERTS," 12,900 tons, will leave as above about 10th Feb.

S.S. "E. F. FERDINAND," 12,900 tons, will leave as above about 3rd March.

TO YOKOHAMA, KOBE via SHANGHAI.

S.S. "AUSTRIA," 14,000 tons, will leave as above about 2nd March.

Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to—
SANDER, WIELER & Co., Agents,
Princes' Building. [52]

Hongkong, 30th January, 1913.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	On 15th Feb., 4 p.m.
ZAFIRO	4000	McMurray	Manila, Mangarin, Iloilo and Cebu	On 28th Feb., 4 p.m.

For Freight or Passage, apply to
HONGKONG, 6th February, 1913. SHEWAN, TOMES & Co., General Managers
PHILIPPINES S.S. Co. [10]

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "THONGWA," 6,298 tons, Capt. Fyeb, will be despatched to SHANGHAI, KOBE and MOJI on 15th Feb.

S.S. "TORILLA," 4,600 tons, Capt. Swanson, will be despatched to KOBE & MOJI (YOKOHAMA if sufficient inducement offers) on 21st Feb.

WESTWARD.

S.S. "ARRATOON APCAR," 4,450 tons, Capt. R. F. Thomson, will be despatched for SINGAPORE, PENANG and CALCUTTA on 19th Feb.

S.S. "JELUNGA," 5,205 tons, Capt. D. Macfadyen, will be despatched as above on 17th Feb.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to—
DAVID SARSOON & CO., LTD.,
Hongkong, 4th January, 1913. AGENTS. [10]

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR NAPLES, GENOA, ALGIER, STRAITS, SHANGHAI AND JAPAN PORTS.

STEAMERS TONS TO SAIL.

"BREMEN" Capt. B. WILHELM, 20,800 { Wednesday, 19th Feb., at 10 a.m.

SHANGHAI, TSINGTAU, KOBE, Capt. T. PROSCH, 17,000 { About Friday, 7th Feb.

MANILA, YAP, MARONN, Capt. D. LENZ, 6,000 { Saturday, 22nd Feb., at 9 a.m.

NEW GUINEA, BRISBANE, Capt. D. LENZ, 6,000 { Saturday, 22nd Feb., at 9 a.m.

SYDNEY and MELBOURNE ...

KOBE and YOKOHAMA ... "PRINZ WALDEMAR," Capt. H. BREMER, 6,000 { About Tuesday, 4th Mar.

KUDAT and SANDAKAN ... "BORNEO" Capt. F. SEMBIL, 5,000 { End of Feb.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 5th February, 1913.

PASSENGER SEASON 1913.

NORDDEUTSCHER LLOYD. BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP DISPLACEMENT. "BREMEN" 21,000 " ON FEBRUARY 19TH.

"DERFFLINGER" 17,250 " ON MARCH 4TH.

"PRINZ EITEL FRIEDRICH" 16,000 " ON MARCH 19TH.

"BUELOW" 17,250 " ON APRIL 1ST.

"PRINZESS ALICE" 20,800 " ON APRIL 16TH.

"LUETZOW" 17,300 " ON APRIL 29TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIER, GIBALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to
MELCHERS & Co., GENERAL AGENTS.
Hongkong, 17th December, 1912. [59]

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE	MISSIONARY DIRECTORY on paper
OF THE FAR EAST ... \$10.00	cover 0.20
Do. Do. Smaller Edition 6.00	do. 1.00
CHILDREN OF FAR CATHAY: Social and Political Novel, by U. J. Halcombe ... 3.50	DOG AND GUN in New Territory ... 1.00
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebration in 1891 ... 1.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER—A Book for the Globetrotter, by Capt. C. V. LLOYD, with Maps and Illustrations ... 1.75
THE HONGKONG TYPHOON, Sept. 18th, 1905, Illustrated Account ... 0.50	HONGKONG WEEKLY PRESS, half-yearly vol. bound ... 7.50
TEMPORARY MINING REGULATIONS IN CHINA ... 0.50	FIFTY YEARS ANGLO-CHINESE CALENDAR, 1842 to 1912 AT RATES OF EXCHANGE AT HONGKONG, English Mail days 1874— ... 2.00
CONSTRUCTION IN CHINA, HONGKONG HANSAARD REPORT OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually ... 5.00	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1893— ... 1.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Leyland and Ball Columns ... 1.00	CALLED OUT: or the Chang Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe ... 2.00
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh ... 1.00	PLAN OF THE WEST RIVER ... 1.00
POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA ... 0.25	" VICTORIA ... 0.75
TRADE MARK REGULATIONS IN CHINA ... 0.25	" KOWLOON ... 0.75
	" PEAK ... 0.75
	NEW DIRECTORY ... 0.25
	POWER OF ATTORNEY FORM ... 0.25
	MAIL TABLES for 1913 ... 0.25 & 0.25

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NAGASAKI, YOKOHAMA AND YOKOHAMA	DEVANHA Capt. W. R. Hickey	About 9th Feb.	Freight and Passage.
SHANGHAI	DEVANHA Capt. W. R. Hickey	About 15th Feb.	Freight and Passage.
LONDON VIA USUAL PORTS	HIMALAYA Capt. H. G. Evans, R.N.	Noon, 15th Feb.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, MALTA & MARSEILLES	SARDINIA Capt. C. C. Talbot, R.N.	About 19th Feb.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 6th February, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
AMOI, NINGPO and SHANGHAI	"KALGAN"	On 9th Feb. D'light
HOIHOW and HAIPHONG	"HUNGKIANG"	On 9th Feb. 9 A.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTIAN" and S.S. "SANTU".

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.

BUTTERFIELD & SWIRE,
For Freight or Passage apply to—
Hongkong, 6th February, 1913. TELEPHONE 36. AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	13th Feb.	On 1st Mar. 11 A.M.
ST. ALBANS	7th Mar.	On 29th Mar. 11 A.M.
EASTERN	4th Apr.	On 26th Apr. 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A Skye-Land have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from HONGKONG, MANILA and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).

MAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
For SHANGHAI, Kobe & YOKOHAMA:	For MARSEILLES, BREMEN, HAMBURG & ANTWERP:
S.S. O. J. D. AHLERS ... 11th Feb.	S.S. GOLDENFELS ... 10th Feb.
S.S. SUEVIA ... 13th Feb.	For HAVRE, ROTTERDAM, BREMEN & HAMBURG:
S.S. SILESIA ... 16th Feb.	S.S. BRISGAVIA ... 8th Mar.
S.S. SCHWARZBURG ... 26th Feb.	For MARSEILLES, BREMEN & HAMBURG:
S.S. SCANDIA ... 10th Mar.	S.S. BELGAVIA ... 16th Mar.
S.S. SITHONIA ... 23rd Mar.	For HAVRE, BREMEN & HAMBURG:
	S.S. O. J. D. AHLERS ... 10th Mar.
	For HAVRE & HAMBURG:
	S.S. SILESIA ... 22nd Mar.
	For VANCOUVER (B.C.) & PORTLAND (Or.):
	S.S. SITHONIA ... 22nd Mar.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers, Electric Light, Excellent Cuisine.

FOR
SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS	LEAVING
"BAICHING"	SUNDAY, 9th Feb. at D'light
"KAITAN"	TUESDAY, 11th Feb. at 10 A.M.
"JATYANG"	FRIDAY, 14th Feb. at 10 A.M.

For SWATOW, AMOY and FOCHOW.

"HAIMUN" ... Capt. J. W. Evans ... at 10 A.M.

Steamers will arrive at and depart from the Company's Wharf.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK,
General Manager.

Hongkong, 6th February, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND
TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 11th Feb., Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 11th Mar., at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 1st April, at Noon.
TENYO MARU	E. Bent	TUESDAY, 8th April, at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 11th February, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—
BUYO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TONS	DATE OF SAILING.
BUYO MARU	10,500	THURSDAY, 3rd Apr., at Noon.
HONGKONG MARU	11,000	WED'DAY, 4th June, at Noon.
KIYO MARU	10,500	TUESDAY, 5th Aug., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

COMPAGNIE MARITIME INDO-CHINOISE.

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONGKIN

in 53 HOURS.

FORTNIGHTLY.

FAST LINE.

S.S. "SI-KIANG" Capt. E. de Catalang.

(1st AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG.

on WEDNESDAY, the 12th Feb., 1913, at 9 A.M.

For Passages and Freight apply to
P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAYand
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

For VICTORIA, B.C. and TACOMA via JAPAN PORTS.

Steamers	Captains	Leaves
"CHICAGO MARU"	I. Goto	THURSDAY, 20th Feb., at 2 P.M.
"CANADA MARU"	K. Kori	WED'DAY, 5th Mar., at 2 P.M.
"TACOMA MARU"	T. Hamada	SATURDAY, 23rd Mar., at 2 P.M.
"PACIFIC MARU"	J. Yano	WED'DAY, 2nd April, at 2 P.M.
"SEATTLE MARU"	T. Saito	SATURDAY, 19th April, at 2 P.M.
"MEXICO MARU"	N. Kobayashi	WED'DAY, 30th April, at 2 P.M.

* Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
‡ Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

SOUTH CHINA COAST AND FORMOSA SERVICE.

For FOCHOW via SWATOW AND AMOY.

Steamer	Captain	Leave
"KAIJO MARU"	Y. Yamamoto	WED'DAY, 12th Feb., at 10 A.M.

For TAMSUI via SWATOW AND AMOY.

Steamer	Captain	Leave
"DAIGI MARU"	Y. Kamekura	SUNDAY, 9th Feb., at 10 A.M.
"DAIUN MARU"	T. Fuchigami	...

For ANPING AND TAKAO via SWATOW AND AMOY.

Steamer	Captain	Leave
"BOSHU MARU"	K. Tashira	...

For CANTON.

Steamer	Captain	Leave
"BOSHU MARU"	K. Tashira	...

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Pooi-Cheong).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

Second Floor, No. 1, Queen's Building.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
HOMeward PASSENGER SEASON 1913.

MARSEILLES AND LONDON

(TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Tons	Steamer	Tons	
HIMALAYA	7000	MOREA	11000	Mar. 15
DEVANHA	8000	MARMAHIA	10500	Mar. 29
DELTA	8000	MEDINA	12500	Apr. 12
INDIA	8000	Through Steamer		Apr. 26
ASSAYE	7500	MONGOLIA	10000	May 10
DEVANHA	8000	MACE DONIA	10500	May 24
CHINA	8000	MALWA	11000	June 7
DELTA	8000	MOOLTAN	10000	June 22

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE £105.14 RETURN.
2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Tons	Leave	Due	Due
		HONGKONG	MARSEILLES	LONDON
SARDINIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 20	April 16
NAMUR	7000	March 19	April 26	April 30
NANKIN	7000	April 2	May 4	May 14
NYANZA	7000	April 16	May 18	May 28
NORE	7000	April 30	June 3	June 13
NILE	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.10 SINGLE £82.10 RETURN.

2nd £39.10 £57.10

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
AND DISPLACEMENT			
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAGA MARU Capt. G. Tabusa	12,500	WED'DAY, 12th Feb., at Daylight.
	ATSUTA MARU Capt. J. Nagao	16,000	WED'DAY, 26th Feb., at D'light.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	INABA MARU Capt. S. Tomimaga	12,500	TUESDAY, 11th Feb., at Noon.
	SHIDZUOKA MARU Capt. Iizawa	12,500	TUESDAY, 26th Feb., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NKKO MARU Capt. M. Yagi	9,500	WED'DAY, 11th Feb., at Noon.
	KUMANO MARU Capt. M. Winkler	9,300	WED'DAY, 11th Feb., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	TOSA MARU Capt. T. Sato	12,000	SATURDAY, 8th Feb.
BOMBAY via SINGAPORE, and COLOMBO	SANUKI MARU Capt. J. Richards	12,500	MONDAY, 17th Feb.
KOBE and YOKOHAMA	MIYASAKI MARU Capt. K. Soyeda	16,000	THURSDAY, 13th Feb., at 11 A.M.
SHANGHAI, MOJI and KOBE	KUMANO MARU Capt. M. Winkler	9,300	WED'DAY, 12th Feb., at Noon.
NAGASAKI, KOBE & YOKOHAMA	WAKASA MARU Capt. N. Nielsen	12,500	WED'DAY, 12th Feb.

* Fitted with New System of Wireless Telegraphy.

1913 PASSENGER SEASON 1913

FOR EUROPE.

STEAMERS	TONS	DISPLACEMENT	LEAVING HONGKONG
KAGA	12,500	12,500	12th February
ATSUTA	16,000	16,000	26th February
HIWACHI	13,000	13,000	12th March
MIYASAKI	16,000	16,000	26th March
KITANO	16,000	16,000	9th April
IYO	12,500	12,500	23rd April
HIRANO	16,000	16,000	7th May
TANGO	13,500	13,500	21st May

FOR AMERICA.

STEAMERS	TONS	DISPLACEMENT	LEAVING HONGKONG
INABA MARU	12,500	12,500	11th February
SHIDZUOKA	12,500	12,500	26th February
TAMBA	12,500	12,500	11th March
AWA	12,500	12,500	26th March
SADO	12,500	12,500	4th April
YOKOHAMA	12,500	12,500	22nd April
INABA	12,500	12,500	6th May
SHIDZUOKA	12,500	12,500	20th May

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

11 12-13

HUGO C. A. FROMM.

SLEIPNER

THE WELL-KNOWN GERMAN CIGARETTE

80 Cents

a tin of 25 pieces.

G. PRIEN,

HONGKONG HOTEL.

Hongkong, 3rd February, 1913.

SCHWABINGER BEER.

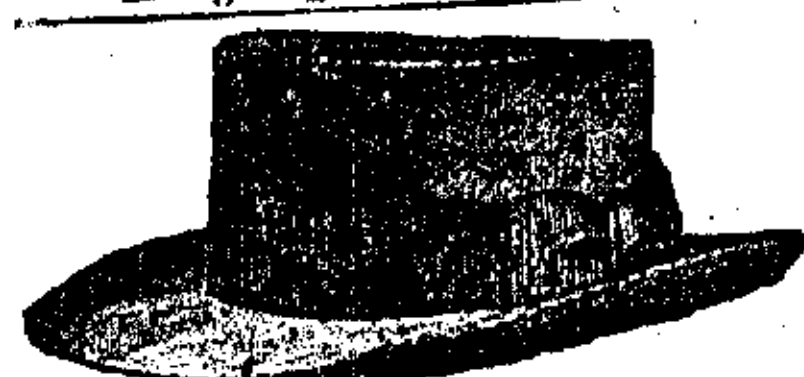
GENUINE MUNICH BEER.



JUST TRY IT!

AT THE GRAND HOTEL'S BAR!

Hongkong, 3rd February, 1913.



FELT-HATS

of the BERLIN GUBENER HUTFABRIK, GUBEN, (GERMANY).

NEW SAMPLES may be seen at: 20, DES VŒUX ROAD, 1st Floor.

Hongkong, 3rd February, 1913.

POST OFFICE NOTICE

To-day, being Chinese New Year Day, the Post Office will be entirely closed.

The *Pembroke* is expected to arrive here to-morrow with the London Mails (via Siberia) of Wednesday, the 15th, and Saturday, the 18th January.

The *Derflinger*, with the German Mail, left Singapore on Sunday, the 2nd inst., at noon, and may be expected here to-morrow.

The *Paul Lecal*, with the French Mail, is expected to arrive here on Monday, the 10th inst.

FOR	PER	DATE
Macao	Sui Tai	Friday, 7th, 1.15 P.M.
SHANGHAI, NORTH CHINA and JAPAN via Kobe	Derflinger	Friday, 7th, 3.00 P.M.
(EUROPE via SIBERIA)	Ousany	Friday, 7th, 5.00 P.M.
China via Yokohama	Tatohing	Friday, 7th, 5.00 P.M.

SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE via SIBERIA)

Japan via Yokohama	Tylofap	Saturday, 8th, 11.00 A.M.
Straits and India via Calcutta	Loongang	Sunday, 8th, 11.00 A.M.
Philippine Islands	Sui Tai	Saturday, 8th, 1.00 P.M.
Macao	Haiching	Saturday, 8th, 5.00 P.M.
Amoy and Poochow	Namsang	Saturday, 8th, 5.00 P.M.
Shanghai, North China, and Japan via Kobe	Kalgan	Saturday, 8th, 5.00 P.M.
Amoy, Ningpo, Shanghai and North China	Sungkiang	Saturday, 8th, 5.00 P.M.
Hohow, Haifong and Pakhoi	Daigi Maru	Sunday, 9th, 9.00 A.M.
Swatow, Amoy, and Formosa via Tamsui	Haimun	Sunday, 9th, 9.00 A.M.
Straits and Burma	Fullata	Monday, 10th, 1.15 P.M.
Macao	Sui Tai	Monday, 10th, 4.00 P.M.
Batavia, Samarang and Sourabaya	Tymahi	Monday, 10th, 5.00 P.M.
Shanghai, North China and Japan via Kobe (EUROPE via SIBERIA)	Paul Lecal	Monday, 10th, 9.00 A.M.
Swatow, Amoy and Poochow	Haitan	Tuesday, 11th, 9.00 A.M.

SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, CANADA, UNITED STATES and SOUTH AMERICA via SAN FRANCISCO (EUROPE via SIBERIA)

SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, and EUROPE via BRINDISI (Late Letters 11.00 to Noon. Extra Postage 10 cents).
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Shanghai and North China
Fort Bayard, Haiphong, Pakhoi and Saigon
Japan via Yokohama
Swatow, Amoy and Poochow
Straits and India via Calcutta
Straits, Burma, Ceylon, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, and EUROPE via BRINDISI (Late Letters 11.00 to Noon. Extra Postage 10 cents).
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)
The *Parce* mail will be closed on Friday, the 14th inst., at 5 p.m.
Philippine Islands

STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, and EUROPE via NAPLES

More Letters.—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where registration has been neglected WILL MAKE NO ENQUIRIES into alleged losses of such (Postal Guide 121.)
Mails for CANTON, WUHOW and SHANGHAI are closed on week-days at 7.30 a.m. and at 5 p.m.
Mails for MACAO closed on week-days at 7.15 a.m., and at 1.15 p.m. On Sundays the mail is closed at 8 a.m.

SHARE LIST.—QUOTATIONS.

HONGKONG, 5th FEBRUARY, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	UP	DOWN	CLOSING QUOTATIONS CASE.
BANKS.					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all		\$125
China Bank Corporation, Limited	60,000	\$12	all		\$12
China Light and Power Company, Limited	50,000	\$1	all		\$1
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all		\$10
COTTON, MILLS.					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all		Tls. 50
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all		\$10
Dairy Farm Company, Limited	40,000	\$7 1/2	all		\$7 1/2
DOCKS AND WHARVES.					
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all		\$50
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all		\$50
New Amoy Dock Co., Limited	10,000	\$4 1/2	all		\$4 1/2
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all		Tls. 100
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all		Tls. 100
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	all		\$10
Hongkong Electric Co., Limited	60,000	\$10	all		\$10
Hongkong Hotel Company, Limited	12,000	\$50	all		\$50
Manila Metropolitan Hotel Limited	15,000	Pa. 10	all		Pa. 10
Hongkong Ice Company, Limited	5,000	\$25	all		\$25
Hongkong Royal Manufacturing Co., Limited	60,000	\$10	all		\$10
Hongkong South China Steam Fisheries Co., Ltd.	15,000	\$10	all		\$10
INSURANCES.					
Canton Insurance Office Co., Limited	10,000	\$250	all		\$250
China Fire Insurance Co., Limited	20,000	\$100	all		\$100
China Traders Insurance Co., Limited	24,000	\$83.33	all		\$83.33
Hongkong Fire Insurance Co., Limited	8,000	\$250	all		\$250
North China Insurance Co., Limited	10,000	\$15	all		\$15
Union Insurance Society, Limited	12,400	\$250	all		\$250
Yangtze Insurance Association, Limited	12,000	\$100	all		\$100
LANDS AND BUILDINGS.					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all		\$100
Hongkong Land Reclamation Co., Ltd.	25,000	\$10	all		\$10
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all		\$10
Kowloon Land and Building Co., Ltd.	6,000	\$50	all		\$50
Shanghai Land Investment Co., Limited	75,000	Tls. 50	all		Tls. 50
West Point Building Co., Limited	12,500	\$50	all		\$50
Maatschappij tot Exploitatie van Landbouw	25,000	Gds. 10	all		Gds. 10
MINING.					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all		\$1
Tonghai Mines, Limited	160,000	\$1	all		\$1
Haywood, Tin and Rubber Estate, Ltd.	822,000	2 1/2	all		2 1/2
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	all		\$1
Peak Tramways Co., Limited	25,000	\$10	all		\$10
Philippine Co., Limited	50,000	\$10	all		\$10
RAPIDITIES.					
China Sugar Refining Co., Limited	20,000	\$100	all		\$100
Luzon Sugar Refining Co., Limited	7,000	\$100	all		\$100
STEAMSHIP COMPANIES.					
China and Manila Steamship Co., Ltd.	30,000	\$25	all		\$25
Douglas Steamship Co., Limited	20,000	\$50	all		\$50
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all		\$15
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all		\$5
Shell Transport & Trading Co., Limited	2,500,000	\$1	all		\$1
Star Ferry Company, Limited	30,000	\$10	all		\$10
South China Morning Post, Limited	6,000	\$25	all		\$25
Steam Laundry Company, Limited	20,000	\$5	all		\$5
STORES AND DISPENSARIES.					
Campbell, Moore & Co., Limited	1,200	\$10	all		\$10
Wm. Powell, Limited	15,000	\$7	all		\$7
Watkins, Limited	10,000	\$10	all		\$10
A. S. Watson & Co., Limited	30,000	\$10	all		\$10
Weismann, Limited	3,000	\$10	all		\$10
Gale, Price & Co., Ltd.	50,000	\$10	all		\$10
Societe des Pulpes et Papeteries du Tonkin	13,200	\$50	all		\$50
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all		\$10
United Asiatic Oriental Agency, Limited	9,900 ordy.	\$10	all		\$10
United Asiatic Oriental Agency, Limited	100 shares	\$10	all		\$10
Union Waterboat Co., Limited	50,000	\$10	all		\$10
Hongkong Tramway Co., Ltd.	325,000	\$5 1/2	all		\$5 1/2

RUSSIA.—Daily Wire
Para Rubber in London ... 4 1/2 per lb., doz.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1885	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

VERNON & SYMTH, Share Brokers

WEATHER REPORT.

On the 5th at 12.00 noon.—Gradients are shallow over the whole area.

Pressure has increased considerably over N. Japan and decreased slightly over S. Japan and S.E. China. It is stationary over the Philippines.

Pressure is expected to increase over China to-morrow and the monsoon set in again along the E. coast, and freshen over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST.

Hongkong & Neighbourhood

Formosa Channel ... (N.E. winds, freshening.

South coast of China between the same as Hongkong and Lamcocks. No. 1.

South coast of China between the same as Hongkong and Haiman. No. 1.

N.E. winds, light moderate to fine.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February 5th

Barometer	Thermometer	Humidity	Wind Direction	Force	Weather
30.05	30.09	30.06	66	58	72
71	94	62	East	0	2
1	0	2	East	0	2
0.00					

Highest open air Temperature on 4th ... 68
Lowest open air Temperature on 4th ... 58

HONGKONG TIDE TABLE.

From 6th to 10th February, 1913.

HIGH WATER. LOW WATER.

Days of Week.	Days of Month.	H'kong. Mean Time.	Height.	H'kong. Mean Time.	Height.
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Thurs.	6	h. m.	ft. in.	h. m.	ft. in.
		11 17	4 3	4 17	0 8
		9 42	4 3	3 9	3 3

Fri.	7	h. m.	ft. in.	h. m.	ft. in.
		11 34	4 4	4 48	0 8
		10 14	4 2	3 50	3 2

Satur.	8	h. m.	ft. in.	h. m.	ft. in.
		11 49	4 4	5 50	3 1
		10 42	4 0	4 53	1 3

Sun.	9	h. m.	ft. in.	h. m.	ft. in.
		11 8	4 7	4 55	3 1
		10 18	4 1	6 11	1 7

Mon.	10	h. m.	ft. in.	h. m.	ft. in.
		11 33	4 7	5 32	3 1
		10 36	4 9	6 38	2 2

Tues.	11	h. m.	ft. in.	h. m.	ft. in.
		11 3	5 5	7 3	2 6
		0 58	5 1	7 18	3 2

CHINA COAST METEOROLOGICAL REGISTER.

5th FEBRUARY, 1913, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
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V'ostock	7 a.	30.13	28	75	SE	1	0
Nemuro	6 a.	30.30			NW	1	3
Hakodate	"	30.30			NW	1	0

Tokio	"	30.22			NW	1	1
Kobe	"	30.17			W	1	4
Nagasaki	"	30.07			SE	1	1

Kagoshima	"	30.05			SE	1	1
Oshima	"	30.08			SE	1	1
Naha	"	30.11			SE	1	1

Fukuoka	"	30.07			NW	2	1
Bonin Is.	"	30.01	36	90	W	3	0
Chefoo	"	30.01	36	90	W	3	0

Weihaiwei	"	30.01	36	90	W	3	0
Hankow	"	30.01	36	90	W	3	0
Ichang	"	30.01	36	90	W	3	0

Kiukiang	"	30.11	37	0			
Changsha	"	30.10	43	100	WNW	0	2
Shanghai	"	30.13	59		WNW	0	2

Guizhou	"	30.13	59		WNW	0	2
Sharp Peak	"	30.07	57	87	SE	1	2
Amoy	"	30.10	50	95	N	1	2

Swatow	"	30.11			N	1	2
Taihou	"	30.11			N	1	2
Taihu	"	30.11			N	1	2

Tainan	"	30.07			N	1	2
Koshu	"	30.07			N	1	2
Pescadore	"	30.07			N	1	2

Canton	"	30.14	68	73	N	0	5
Hongkong	"	30.09	59	94	NW	2	0
Rap Rock	"	30.07			SE	1	0

Macao	"	30.08	59		SE	1	0
Wahow	"	30.18	60	88	N	1	0
Hohow	"	30.07			SE	1	0

Pakhoi	"	30.07			SE	1	0
Phulien	"	30.05			SE	1	0
Pourane	"	30.08			SE	1	0

C. St. James	"	30.09			SE	1	0
Apurri	"	30.09			SE	1	0
Manila	"	29.99	64		SE	1	0

Legaspi	"	29.97	68		NW	1	0
Beceled	"	29.95	78		NW	1	0
Hollo	"	29.98	82		E	1	0

Cebu	"	29.93
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